

EDISON LAMPS



FROM ELECTRICAL DEALERS

The Hongkong Telegraph.

(ESTABLISHED 1881.)


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LATEST SPECIAL TELEGRAMS.

(From Our Own Correspondent.)

SHANGHAI TAX-COLLECTING DIFFICULTIES.

Shanghai, January 9.
The collection of taxes is unsatisfactory and summonses are expected on Saturday.

EARLIER SPECIAL TELEGRAM.

(From Our Own Correspondent.)

SHANGHAI CHINESE REFUSE TO PAY TAXES.

Shanghai, January 9.
A number of Chinese this morning refused to pay their taxes and two arrests were made.

EARLIER TELEGRAMS.

WOOD ALCOHOL SCANDALS.

New York, Jan. 6.
A man named D'Ambrosio, who is alleged to be concerned in the wood alcohol conspiracy, has been arrested and held in twenty-five thousand dollars bail. He has confessed to filling whisky barrels with crude alcohol at a Brooklyn undertaker's garage. Bail has been fixed at one hundred thousand dollars each for Romanelli the Brooklyn undertaker, Saleby the Brooklyn druggist, and Ware the latter's brother-in-law, who are charged by the Federal agents with responsibility for over one hundred deaths in New England cities at Christmastide. It is understood the prisoners will be tried at Connecticut on a charge of manslaughter.

VISCOUNT ASTOR'S WILL.

New York, Jan. 6.
The will of the late Viscount Astor has been filed disposing of his American estates the value of which is not stated. His real estate in New York City alone is assessed at sixty million dollars which was transferred in trust for his two sons two months before his death. The residue of the estate is bequeathed to Captain the Honourable John Jacob Astor.

TROTSKY'S FRIEND.

New York, Jan. 5.
Weinstein (Chief of Staff of the Russian Soviets in the United States, who has been arrested on a deportation warrant) is the ex-editor of the organ of the Russian Socialist Federation published here and is a close friend of Trotsky.

LORD JELlicoe's TOUR.

Washington, Jan. 6.
Admiral Lord Jellicoe was the guest of the American Navy at the house of Secretary Daniels. There was a great naval gathering including the Naval Attaches of the Embassies. It is uncertain whether Lord Jellicoe on leaving America will proceed to South Africa or direct to London.

AMERICA'S BOLSHEVIKS.

Washington, Jan. 6.
War Secretary Baker announced that the Reds recently arrested and now held for deportation will be concentrated at Upton Camp, Long Island, which was one of the United States army camps in war time.

INCREASED RAILWAY RATES.

London, Jan. 6.
It is estimated that the increase in railway rates which will be enforced on 15th January will mean an increase of 25 per cent. on the price of cotton.

EARLIER TELEGRAMS.

THE PEACE TREATY.

Paris, Jan. 6.
Paris by the end of the week will again have a contingent of Allied Premiers and Foreign Ministers. As during the first Peace Conference daily meetings will be confined to the Big Four but Powers with minor interests will be called into consultation when their interests are being discussed.
The French Minister of Reconstruction has reported to the Supreme Council the terms of arrangement with the German delegates concerning Scaup Flow compensation. Only 192,000 tons of port material will be required immediately and the remainder may be reduced according to the conclusions of the committee now investigating the situation in German ports. The last difficulty to the exchange of ratifications of the Peace Treaty having been removed the final ceremony leading to the coming into force of the Treaty will take place on the afternoon of January 10.—Havas.

London, Jan. 6.
Mr. Lloyd George yesterday presided at the first of a series of Cabinet Councils to be held this week for the purpose of settling the British attitude towards outstanding Peace Conference questions including the future of Turkey, Hungary, Bulgaria and the Adriatic. When Mr. Lloyd George goes to Paris, probably on Thursday, he will be accompanied by Lord Curzon, Mr. Montagu and possibly Mr. Bonar Law. The presence of Mr. Montagu is necessary in connection with the Turkish problem.

Signor Nitti and Signor Schialoja arrived last night to confer with Mr. Lloyd George for three days regarding Fiume and the Adriatic.
Washington, Jan. 6.
Congress has resumed its sittings. Senator King (Democrat) introduced a new ratification resolution with fifteen reservations and threatened to bring them up soon for discussion unless progress was shown towards a compromise.

London, Jan. 6.
The "Times" Paris correspondent says the "Temps" in an inspired explanation indicates the omission of the word "Associated" from the Supreme Council decisions on 5 January was due to the fact that the United States Ambassador in Paris was not empowered to assent to certain decisions until he had obtained his Government's approval. Otherwise the Conference communicates continue to be worded as "the Allied and Associated Powers."

BRITISH TRADE.

London, Jan. 7.
The Board of Trade returns of imports for December show \$169,000,000 and exports \$90,000,000, increases of \$53,000,000 and \$52,000,000 respectively as compared with December 1918. The imports of 1919 totalled \$1,632,000,000 and exports \$789,000,000, increases of \$315,000,000 and \$297,000,000 respectively as compared with 1918. The principal increases of the year were: Imports—food, \$142,000,000 and raw materials \$138,000,000 of which \$40,000,000 were cotton and \$65,000,000 wool; Exports—coal, \$40,000,000; manufactures, \$225,000,000 including \$50,000,000 cotton textiles and \$48,000,000 woollens.

EMPIRE COTTON GROWING.

London, Jan. 6.
A conference of representatives of Lancashire Chambers of Commerce and employers and operatives' organisations was held in Manchester to consider the question of the best methods of increasing cotton growing within the Empire in view of America's probable inability to supply England's future demands. Sir William Barton moved a resolution urging the Government to take immediate steps to advance by every means cotton growing within the Empire. He opined that Mesopotamia was the most hopeful spot for Lancashire's future supplies.

TAINTED SHAVING BRUSHES.

London, Jan. 5.
The Ministry of Health announces several cases of anthrax, two of which have been fatal, during the past few weeks. These have been definitely traced to shaving brushes from Japan and investigations have since revealed the arrival of several further tainted consignments from Japan. Consequently, the Government is taking steps with regard to the further importation of shaving brushes.

FRENCH POLITICS.

Paris, Jan. 6.
Though M. Clemenceau has so far refused to allow his candidature to be officially published there is no doubt he is ready to accept the almost unanimous decision of public opinion and undertake the burden of the Presidency. In French political circles the names of M. Millerand and M. Poincare are mentioned as head of the future Ministry after M. Clemenceau's resignation.—Havas.

MORE SHIPS FOR CHINA SQUADRON.

London, Jan. 8.
The following vessels will assemble at Plymouth on 15th January to proceed to the China Station: H.M.S. Colombo (light cruiser), H.M.S. Magpie, H.M.S. Foxglove and H.M.S. Albatross, and the Chinese battleships, the Chinese cruisers, the Chinese destroyers, the Chinese submarines, the Chinese minesweepers, the Chinese torpedo boats, the Chinese gunboats, the Chinese patrol boats, the Chinese fishing boats, the Chinese merchant ships, the Chinese passenger ships, the Chinese cargo ships, the Chinese oil tankers, the Chinese coal tankers, the Chinese lumber ships, the Chinese sugar ships, the Chinese cotton ships, the Chinese rice ships, the Chinese tea ships, the Chinese silk ships, the Chinese opium ships, the Chinese gold ships, the Chinese silver ships, the Chinese copper ships, the Chinese iron ships, the Chinese steel ships, the Chinese tin ships, the Chinese lead ships, the Chinese zinc ships, the Chinese nickel ships, the Chinese cobalt ships, the Chinese manganese ships, the Chinese chromium ships, the Chinese vanadium ships, the Chinese niobium ships, the Chinese tantalum ships, the Chinese tungsten ships, the Chinese molybdenum ships, the Chinese selenium ships, the Chinese tellurium ships, the Chinese iodine ships, the Chinese bromine ships, the Chinese chlorine ships, the Chinese fluorine ships, the Chinese oxygen ships, the Chinese hydrogen ships, the Chinese nitrogen ships, the Chinese carbon ships, the Chinese silicon ships, the Chinese boron ships, the Chinese aluminium ships, the Chinese magnesium ships, the Chinese calcium ships, the Chinese strontium ships, the Chinese barium ships, the Chinese lanthanum ships, the Chinese cerium ships, the Chinese praseodymium ships, the Chinese neodymium ships, the Chinese promethium ships, the Chinese samarium ships, the Chinese europium ships, the Chinese gadolinium ships, the Chinese terbium ships, the Chinese dysprosium ships, the Chinese holmium ships, the Chinese erbium ships, the Chinese thulium ships, the Chinese ytterbium ships, the Chinese lutetium ships, the Chinese hafnium ships, the Chinese tantalum ships, the Chinese tungsten ships, the Chinese molybdenum ships, the Chinese selenium ships, the Chinese tellurium ships, the Chinese iodine ships, the Chinese bromine ships, the Chinese chlorine ships, the Chinese fluorine ships, the Chinese oxygen ships, the Chinese hydrogen ships, the Chinese nitrogen ships, the Chinese carbon ships, the Chinese silicon ships, the Chinese boron ships, the Chinese aluminium ships, the Chinese magnesium ships, the Chinese calcium ships, the Chinese strontium ships, the Chinese barium ships, the Chinese lanthanum ships, the Chinese cerium ships, the Chinese praseodymium ships, the Chinese neodymium ships, the Chinese promethium ships, the Chinese samarium ships, the Chinese europium ships, the Chinese gadolinium ships, the Chinese terbium ships, the Chinese dysprosium ships, the Chinese holmium ships, the Chinese erbium ships, the Chinese thulium ships, the Chinese ytterbium ships, the Chinese lutetium ships.

THE OPERA SEASON.

A RARE MUSICAL TREAT.

Rightly recognised as the finest opera of Verdi, "Aida", is always certain of attracting a large crowd, and when the Russian Grand Opera Company produced it at the City Hall last night, there was not a vacant seat in the whole of the theatre. The famous Italian composer, who at that time had come under the ascending influence of Wagner, made a special visit to Cairo to gain inspiration and colour for the work, and the result was a composition in which is blended the high "flowery" music of his native mind and the solemn mystic chantings of old Egypt. It is a work to inspire and the enthusiasm with which last night's rendering was greeted told of how much the listeners were enraptured. If the Russian Opera Company had done no more than give Hongkong last night's musical feast its visit would have been noteworthy.

Aida, the slave girl who is really the daughter of the King of Ethiopia, was impersonated by Miss Guseva, an artist who possesses a highly-trained, powerful and expressive soprano voice. Bearing a very heavy part, she acquitted herself not only with credit but with positive success. Seldom is it that Hongkong has opportunity of hearing so perfect a singer. Her solo in the first act, where she prays for Radames, her hero-lover, to return from the war a conqueror, was a positive triumph, and no less so was her avowal of love when brought before Amneris, the princess who is her rival for the heart of Radames. Throughout the third act—the principal so far as movement is concerned—she gave rare pleasure by "Oh, my dear country" and also in her work with Amneris, her father, and Radames. And in the final passages of the opera, where she consents to share Radames' fate of death, she rendered her part of the beautiful duet in a manner that brought for her a deeply felt appreciation.

Miss Burskaya, who was so successful on the previous evening as "Carmen," took the part of Amneris, the princess, in splendid style. Her appeals to Radames, her jealous outbursts against Aida, and her song of despair in the Temple scene, were among the many vocal gems of the evening. In dramatic power, too, she again proved herself to be a thorough artist. The very exacting part of Radames was taken by Mr. Preobrajensky, a tenor of wide and range power. His duet with Amneris in tenor of wide range and great

HONGKONG'S ECONOMIC RESOURCES.

A COMMITTEE TO INVESTIGATE.

His Excellency the Governor has appointed a Committee to enquire and report on the question of the development of the economic resources of the Colony of Hongkong. The following have been appointed members of the Committee:—
The Hon. Sir Catchick Paul Chater, Kt., C.M.G., Chairman.
The Hon. Mr. Edward Victor David Parr, Deputy-Chairman.
The Hon. Mr. Lau Chu-pak.
The Hon. Mr. John Johnstone.
Mr. James Barr.
Mr. Andrew Beattie.
Mr. Chan Harr.
Mr. Chow Shou-son.
Mr. Robert Morton Dyer.
Mr. Adam Gibson.
Mr. Dennis Kebir Moss.
Mr. James Reid.
Mr. Ross Thompson.
Mr. William James Titcher.

The first act, his song of adoration "Heavenly Aida," his greeting to Aida on his return, his refusal of Amneris in the final appeal and his closing song "To die, so pure and lovely," were of outstanding merit in contributions to the evening that entailed much work. Mr. Voinoff, as the High Priest: Mr. Magasky, as the King of Egypt, and Mr. Hochloff, as the King of Ethiopia, were the remaining principal characters and they were all vocalists of marked ability, and greatly contributed to the success of the evening.

A special word should be given to the chorus. Verdi is ever famous for the beauty of his harmonising and in all his works he has given to the chorus a large portion, none more so than in "Aida." Last evening we heard some really perfect renderings, the expression of both light and heavy passages being a marked feature. Assisted by the orchestra—which played without a perceptible fault—the concerted items were among the best things heard.
Finally, it can be said that the Company has now established for itself a reputation that will need a lot to keep it sustained. At the fall of the final curtain there was a positive demonstration of appreciation. One was pleased to note that every effort was made to keep up to time, and although the performance did not finish until 12.30, no-one minded. One could have listened for a great deal longer.
This evening "Traviata" is being given.

TO-DAY'S CHINESE TELEGRAMS.

A JAPANESE DEMAND.

Shanghai, January 9.
The Japanese Minister has made a demand on the Foreign Ministry that as the Japanese warships have already withdrawn from Foochow, the Chinese Government should take steps to suppress the boycott of Japanese goods.

THE LOAN QUESTION.

Shanghai, January 9.
The representative of Great Britain in the Bank Group has informed the Chinese Government that if he does not receive any reply from London to his telegram before the 16th inst. the Chinese Government is at liberty to negotiate loans from other sources.

IS IT BANKRUPTCY?

Singapore, January 9.
During an entertainment in the President's Palace, the President declared that if no loan negotiations were concluded before the end of this year, the Government would have to face bankruptcy.

CHINA AND THE TREATY.

Shanghai, January 9.
Dr. Wallington Koo has wired that the Government terms to the Peace Treaty will be given to the other Powers by the Chinese Government.

TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was 5s. 4d.

DAY BY DAY.

There were two cases of enteric fever notified yesterday (both Chinese). One was fatal.

For the possession of a revolver and 70 rounds of ammunition, a Chinese who had been to the Wild and Woolly West, and consequently had adopted the practice of its inhabitants of carrying arms, was given the order at the Magistracy this morning to hand out 250 Mexicans from the "pile" he had acquired during his sojourn "over there."

His Excellency the Governor has appointed a Committee to consider and report upon the question of making provision for the protection of life and property in the harbour during typhoon weather. The members of the Committee are as follows:—The Hon. Mr. E.L. Hallifax, O.B.E., Secretary of Chinese Affairs, Chairman; Captain Basil Tylour, R.N., Harbour Master; Lieutenant-Commander Philip Vere Kilgour, R.N.; Mr. C. H. P. Hay; Mr. Thomas Arthur; and Mr. Chan Cheuk-hing.

At the instance of the Secretary for Chinese Affairs, four Chinese, alleged to be members of the Triad Society, were arrested in a raid conducted by Sergeant Murphy and a batch of Chinese detectives on the ground floor of No. 9 Kuh An Lane last night. It was discovered that three of the arrested men were brothers. At the Magistracy to-day, evidence was given of the discovery of various books and documents relating to the Society in two boxes which were claimed by two of the prisoners. The case was adjourned.

The afternoon tea concerts at Wiseman's Cafe, the second of which took place yesterday, are proving to be extremely popular. There was scarcely a vacant seat left when the artists opened their programme. Miss Shirley Cooke and Mr. George Titchener, of the "Vanity Fair" Company, were yesterday's entertainers and they delighted those present by their light-hearted songs and monologues. On Monday, Miss Cooke will be accompanied by Mr. Sydney Manning, and another pleasant tea-time can be guaranteed for all who care to attend.

An order was given at the Magistracy this morning to a Chinese that he should contribute a sum of \$250 to the Government funds as a penalty for having in his possession various parts of a revolver which he attempted to smuggle out of the Colony. Evidence given by Sergt. Fallon, who made the arrest, went to show that the Sergeant in his search of the luggage of passengers at a wharf discovered the revolver's parts in a basket. The man who was in charge of this piece of luggage was questioned and he stated that it did not belong to him. The prisoner, who was the owner of the basket, at this stage turned up, and catching sight of the dreaded Sergeant promptly took to his heels. Taking the hint the Sergeant started off in pursuit and eventually overtook his man.

DON'T FORGET.

TO-DAY.

"The Ring" Volunteer Parade Ground.—Boxing Tournament—9.15 p.m.
Theatre Royal—Russian Opera Co. present "Traviata"—8.15 p.m.
Coronet Theatre—8.15 and 9.15 p.m.
Victoria Theatre—8.15 p.m.

TO-MORROW.

Coronet Theatre—8.15 and 9.15 p.m.

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graph."**LOST.**—White bull terrier dog.
Newhouse, Bowen Road.**SHANGHAI HARBOUR.****ITS DEVELOPMENT
DISCUSSED.**

Never was the pressing need of harbour development at Shanghai more keenly illustrated than during this week, says the latest *Shipping and Engineering* to hand, when, owing to a strong gale which was blowing off Wooming, the passengers travelling by the Empress of Russia were unable to embark. The consequence was that instead of sailing on December 27, as advertised, the Empress of Russia was delayed until the afternoon of December 30. The steamer thus sailed three days late on schedule time and although it is quite possible that she may make up this time during the remainder of the trip, yet, although the gale which was blowing and is blamed for causing the delay, there is very good reason to lay the blame on the lack of facilities existent at Shanghai for accommodating vessels in an anchorage or harbour where, no matter what the state of the weather, the passengers would be saved much inconvenience and trouble when embarking with no delay to the ship. Until Shanghai's harbour facilities for handling vessels of large tonnage are improved or a new port and harbour built at Hangchow Bay there must continue to occur such inconvenient delay to ships and passengers owing to the state of the weather.

There are very few ports in the world of great import which cannot handle steamers of almost any tonnage. Shanghai, however, is one of the very few referred to and, although nature has been responsible for all of the handicaps which beset the port, as well as those which make it of the great importance which Shanghai is, yet, the carrying out of plans for the development of harbour facilities, should be pushed on with all possible speed and the least possible time lost in discussing those which are of themselves impossible of execution.

The danger of ocean tonnage ceasing to come to Shanghai, especially steamers of the size of the Empress of Russia and Asia, is great and the damage to the trade of the port would be more harmful than is at first realized. On the Pacific and employed in the Far Eastern trade, vessels are being placed which are of greater tonnage. The large trans-Pacific companies are nearly all acquiring huge passenger steamers and unless the facilities for handling or accommodating such vessels here is radically improved upon, it cannot be expected that shipping companies will run the risk of having their ships delayed for even a few days if it can be avoided. Far better, will it be argued, to operate the large passenger ships from another port on the coast where there can be no possibility of delay owing to weather conditions and have all passengers, mail and cargo transhipped.

The day is now here when most shipping firms deem it imperative that their vessels be operated on schedule time and a service maintained in efficiency is equal to a train service which is operated ashore. More especially is

OUR CIVIL SERVICE SYSTEM.**TWO NOTABLE
FAILURES.**

Field-Marshal Viscount Allenby's frank admission of his failure to pass the examination for the India Civil Service has excited considerable interest, and has caused many to ask whether our present system of open competitive examinations provides the best method of recruitment for our public services. It is interesting to note that Sir H. Llewellyn Smith, now on a special mission to India to reorganize the India Government secretariat, also failed for the Class I examination, afterwards, however, entering the Board of Trade as an expert on labour matters.

If one of our most brilliant generals and one of our most distinguished civil servants have been "ploughed" at this joint competition, doubt may well be expressed whether there is no something fundamentally wrong in a system of examination which excludes two such men. Success at a mere literary examination is at best but a very poor test, and a very limited indication of the qualities required to make a successful public servant. There is no doubt that very often the best men fail at these examinations; the examination room requires a certain aptitude which a really unsuitable though successful candidate may often possess. If open competition was the most efficient method of selection, it is strange that it has not been adopted in great business and commercial concerns.

But the Civil Service examination has one supreme merit, which, perhaps, outweighs all its obvious defects, and that is it provides the only effective bar against patronage and favouritism, and satisfies the British public's passion for fair play. But when this is said the Civil Service Commission might usefully revise the syllabus of most of our examinations so as to give them a more practical foundation. At present it is generally felt that the examinations are too literary, too academic and afford no test whatever of the most useful man in the "new world" before us, the man with what may be called the engineer mind. In fact, to epitomize the position, we might have less of classics and more mechanics, a change which such a shrewd mind as Lord Haldane's has for years advocated.

this the case with the Canadian Pacific Ocean Services. The steamers of this company on the trans-Atlantic run are operated in conjunction with those in the trans-Pacific trade. Should there be a delay on one side the whole service runs the possibility of being disorganized and it requires a great deal of work to be done to re-adjust conditions. So it can be seen that the question of harbour development here must be pushed with the utmost vigour to ensure that no overseas tonnage, whatsoever, shall be diverted elsewhere, and Shanghai as a port lose some of its importance and trade on the China Coast.

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HONGKONG.**INDUSTRIAL SHANGHAI****SOME DEVELOPMENTS
INDICATED.**

"China needs a definite policy in the national transportation system, roads, railways, waterways and ports avoiding unnecessary competing lines and ports and development on rational not political lines" stated Mr. von Heidenstam on December 9, when reading a paper before the Engineering Society of China in which he dealt with industrial and commercial features of importance to the future of Shanghai.

In this connection in the unification schemes which figure in both the Government programmes and the Consortium schemes, the scrapping of some of the projected lines, which are in unnecessary competition with others and with existing good water routes, or are directed towards unsuitable ports, should only be for the general good. There would be no selfishness on the part of Shanghai in suggesting that the whole railway net of Central and North China be so modified that the traffic will converge to an diverge from the principal port.

Undoubtedly there is excellent sense in these suggestions and Shanghai both in regard to its situation as a port and its industrial importance is a valuable centre and terminus by way of rail and water connection with inland parts of China and its large importance as a seaport places it admirably for a central metropolis from all directions.

Mr. von Heidenstam points out that Shanghai now begins to compare with the big centres of Europe or America with their complicated and highly organized forms of life and administration. Also that where the difficulty lies with Shanghai is that the city as a whole is not organized for tackling any big problem. If the foreigners want to work on sound lines, it will be necessary for them to gradually enlist and awaken Chinese sympathy and support for the future of Shanghai and with regard to the future of the port he raised questions of import, viz. what about the supply of fuel for power supply, coal and oil? How is Shanghai to get the cheapest supplies and to make itself independent of other countries? How much coal and oil will be required? What are the general conditions for industries in Shanghai when compared with other centres? What about the food supply? How is the position as to building materials? Can cement be locally made and can one build a real sky-scraper on the Bund? From where will the iron and metals be derived? Can structural steel be made in Shanghai?

What are the chances of supply of timber from Japanese, Chinese, American and Russian sources? What can North China supply? What about the general financial and economical institutions and measures required to lead and support the industries? These questions are all of the utmost importance to the future of Shanghai and by studying them now with the intention of making improvements that will have their results in later years, something will have been done that will be of inestimable benefit to Shanghai industrial and economical problems.

The labour problem as regards the loading and discharging of vessels at Shanghai presents some aspects that will in the future have to be remedied. A few months back shipping was seriously embarrassed owing to the lack of coolie labour and should action be taken now towards obtaining labour-saving devices which are such a common feature of American and European ports, a step would have been taken that would tend to avoid the same conditions arising again.

DEATH OF AGED NOVELIST.

The death is announced, from her home in London, of Miss Jean Middlemass, the novelist. At the advanced age of 86 Miss Middlemass had continued her interest in things literary to the last. She began story-writing in early days and turned out a very long catalogue of novels, chiefly of the "society" type, sustaining a high level of interest and literary quality. Indeed, one of her last books, "At the Altar Steps," was quite remarkable for a writer of 77 years of age. Some of her incidents were taken from life, and once when a successful anonymous novel was credited to her she denied the glory. Perhaps her most successful story, judging from editions, was "Fallon from Favour."

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Office address: 11, Ice House Street.

BIRTH.

BELL-IRVING.—At Tunbridge Wells, Kent, on 6th January, to Mr. and Mrs. John Bell Irving, Junior, a daughter.

The Hongkong Telegraph

HONGKONG, SATURDAY, JANUARY 10, 1920.

NEW PRISON WANTED.

There has been a good deal heard of late regarding prison affairs in Hongkong. Crime is, unfortunately, increasing in the Colony, and as the criminals are tracked down, the Gaol becomes increasingly congested. Such a state of affairs hampers the administration of such an institution, which is difficult enough even under the most favourable conditions. It has long been thought that the time must come when the present Gaol would have to be abandoned and a new building erected, both for the purpose of keeping pace with the growing number of convicts and of securing a better site in a less populous locality. Yesterday we were able to report that steps have already been taken towards dealing with the situation. For the time being, a number of gaol-birds will be accommodated in a temporary prison which is being arranged for by the conversion of the Quarantine Station at Lai-chi-kok, and in the meantime the practical aspect of building a new gaol in the New Territories will be given consideration.

From the Police standpoint, the Gaol, as at present situated, is admittedly convenient. It is in close touch with the Magistracy, which means obvious advantages. On the other hand, the centre of a thickly-populated district is no place for a Prison, which, to be ideally situated, should be located in the outlying parts of the Colony. Had the Gaol been in the New Territories, the convicts who recently got away after the murderous attack on Prison officers would in all probability have been captured before they had got far away. The very fact that the Gaol happened to be situated in a residential district was all in the favour of the prisoners getting successfully away. A well-guarded Prison built on a wide expanse of land, such as could easily be found in the New Territories, would make it practically impossible for gaol-breakers to get very far even if they did succeed in getting outside the walls of the gaol. It would be necessary, of course, that any new prison provided should be in easy touch with the central Police authorities, but there ought to be no difficulties on that score now that we have the railway. Prisoners being either taken to or brought from the Gaol could easily be handled by that means. So from every standpoint, it would be a wise move to shift the Prison to the New Territories.

The Hongkong Gaol at present consists of two blocks of buildings—one immediately adjacent to the Magistracy and the other abutting on to Staunton Street. Both stand on sites which, if sold, would fetch a big sum of money. A couple of months the Hon. Mr. Lau Chu-pak, interviewed by the *Telegraph*, favoured the selling of the Hongkong Gaol site, but the retention of the other block of buildings for the purpose of accommodating the short-term prisoners. That appears to be quite a sound idea, especially if, as seems likely, sufficient money could be secured from the Staunton Street sale to pay for the whole cost of erecting a Prison in the New Territories. It is at any rate gratifying to know that the Government is alive to the current needs, and we can only hope that before very long definite steps will be taken to transfer the main Gaol to other and more desirable quarters.

NOTES & COMMENTS.

A PLEA FOR GREATER CARE.

We in Hongkong are often told by people who come down from Shanghai that what they miss is the traffic and bustle of the streets, but we are inclined to think that it is a good miss, too. There was one incident which we saw yesterday morning that made us realise that and, at the same time, feel a little angry. Tearing along almost as fast as they could go were three pullers—or rather one puller and two pushers—of a private ricksha owned and occupied by one of the Colony's brokers. They were passing the Mercantile Bank and, rather than slow up a little to allow some other traffic to pass, they swerved across to the extreme near side and, in getting through, had to very quickly push out of the way a Chinese woman, who was almost thrown down in consequence. It was not a case of the pedestrian taking no notice of warning shouts, as so often happens, but it was a case of reckless speed putting the safety of the woman in jeopardy. And the nonchalant manner in which the broker concerned took it all, as though his coolies had a perfect right to dash about as they liked, made one feel a little annoyed.

Hongkong is given the very familiar sight of brokers being in a hurry. It may be that by reason of the many calls they have to make there is little time to spare, or it may be, as facetious writers have often suggested, that to hurry is to look busy, but those who have occasion to use Ice House Street and the financial centre of the City should not have to suffer incidents like that referred to above. It should be remembered that pedestrians have first right to the use of any roadway and, although some of the natives are exceedingly slow to give way, there should be as much care as possible taken. If those using private rickshas with two or more coolies would exercise a little more control over these men, who seem to revel in a dash and shout, there would be a great deal less cause for complaint.

Mr. A. H. Hollingsworth has been nominated a member of the Board of Arbitrators to determine the amount of compensation to be paid in respect of the resumption of section F of Kowloon Inland Lot No. 107.

His Excellency the Governor has appointed Mr. Stanley Hudson Dodwell, provisionally and subject to His Majesty's pleasure, to be an Unofficial Member of the Legislative Council, vice the Hon. Mr. Robert Gordon Shewan, retired.

During last year the following samples were analysed under the Sale of Food and Drugs Ordinance:—Beer, 7; brandy, 4; gin, 1; milk, 171; port wine, 4; rum, 7; sherry, 2; Whisky, 14. All were genuine excepting five of milk and two of rum.

Mr. John Bentley, Hon. Sec. of the St. George's Society, asks us to state that a bunch of keys which was found by one of the Hotel boys in the City Hall on Tuesday night has been handed over to him. The owner can have the same on application.

THE RAILWAY DISPUTE.

After the very serious railway strike at Home about three months ago it is devoutly to be hoped that the present dispute will be amicably settled. The news given to us by Renter shows that the Government, true to its promise, has made a very substantial offer to the men, proposing to put rates into operation that will last until next September, when the whole question will come up for revision based on the cost of living then prevailing. Whilst Mr. J. H. Thomas, the leader of the men, has given it out as his opinion that the offer constitutes an honourable settlement, leaving over small anomalies that could be settled later, meetings of some of the men themselves have resolved to reject the offer, and it is possible, says a telegram to hand, that extremists may press for another strike to enforce the whole of their claims. We out here are not sufficiently acquainted with the details to be able to form a very minute judgment, but, on the facts so far received, it does seem to be unreasonable to take the stand of "all or nothing". The last railway strike was a costly happening and the country can ill afford another such. By reason of the urgency there is for production to proceed along steady and growing lines, it would be a serious thing indeed to disrupt once more the whole of the communication service. If the men could be made to realise this, there should be hopes of a peaceful agreement. The Government has gone a long way towards meeting all their claims and the men should be prepared to give a little as well as to take.

THE PEACE TREATY.

The telegram that came to hand yesterday, stating that complete agreement has now been reached on the question of the Scape Flow cuttings and that there now exists no obstacle to the exchange of ratifications, was a welcome change to the news that had previously arrived which indicated that further delays were possible. For fourteen months the Allies and our late enemies have been engaged in drafting a Treaty and in settling all the attendant matters, and the Treaty of Versailles, when it actually does come into force will go down in history as one of the longest-considered agreements of its kind. Of course, there was a bewildering maze of questions to settle and many conflicting interests to satisfy, and the statesmen who have to pilot the Treaty through its many vicissitudes have earned the thanks of the countries concerned. There are some thorny problems in connection with Italy's interests yet to settle, and there are also the American and Chinese objections to meet, but looking at the reception of the Treaty as a whole, it is safe to assume that in the main it is accepted as a just and equitable settlement. After such a titanic war, anything less than that would have been intolerable.

DAY BY DAY.

ANDER MAY SHARPEN OUR INSIGHT INTO MEN'S DEFECTS, BUT NOTHING SHOULD MAKE US BLIND TO THEIR EXCELLENCES.—Hazlitt.

The name of Mr. Fred Evelyn, of A. S. Watson & Co. Ltd., has been added to the Register of Chemists and Druggists.

Certain houses now described as being located in Robinson Road and Conduit Road are, according to the *Gazette*, to be known in future as Excelsior Terrace.

Readers are reminded of Major Bowen's lecture on "Women's work in the War" which takes place on Monday, January 12th, at the Helena May Institute at 5.30 p.m.

Wiseman's are holding another musical tea on Monday next with Miss Shirley Cooke and Mr. Sydney Manning of the Vanity Fair Co. appearing in attractive numbers.

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Mr. John Bentley, Hon. Sec. of the St. George's Society, asks us to state that a bunch of keys which was found by one of the Hotel boys in the City Hall on Tuesday night has been handed over to him. The owner can have the same on application.

The average mean temperature in Hongkong during December was 61, the highest point being 71.9, on the 27th, and the lowest 45.5, on the 30th. The rainfall was 198.3 hours of sunshine. The total rainfall registered at the Observatory last year was 76.14 inches.

The Hongkong Government *Gazette* contains the text of the Peace Treaty Order, which applies to Hongkong, subject to such modifications as may be made by the Hongkong Legislature for adapting to the circumstances of Hongkong the provisions of the Order. Such legislation will be introduced shortly.

Appraisal is made by the friends of the late Warder Speed for the raising of a subscription for his widow, who is in England. All communications should be addressed to Sgt. T. Pitt, or Messrs. J. Wiltshire and C. B. Craigie, who have kindly concerned themselves in this connection by conducting the auction yesterday of the personal effects of the deceased, as a result of which a good sum has been realised.

The fancy dress dance at Kingsclere last night was a brilliant social function and was very largely attended. There were some very clever costumes seen, and when dancing was in full swing in the spacious hall the sight presented was a most striking one. Mrs. Havelock Davies secured the prize for the most original ladies' costume, being attired as "A Prehistoric Woman," clad in a leopard skin; whilst Mr. T. D. Moorhead won the gent's prize, being attired as an old lady with shawl and bonnet. Dancing was kept up until the early hours of the morning.

vicissitudes have earned the thanks of the countries concerned. There are some thorny problems in connection with Italy's interests yet to settle, and there are also the American and Chinese objections to meet, but looking at the reception of the Treaty as a whole, it is safe to assume that in the main it is accepted as a just and equitable settlement. After such a titanic war, anything less than that would have been intolerable.

1895.

HONGKONG TWENTY-FIVE YEARS AGO.

(Compiled from the "Hongkong Telegraph" files for week ending January 17, 1895.)

THE DOLLAR.
January 11th.—The rate of the Dollar, on demand, to-day is 2s. 0-1 d.

"THE ODD VOLUMES."
January 14th.—At a meeting of the "Odd Volumes" on the 31st inst. Mr. F. H. May, Captain Superintendent of Police, and proprietor of the Tytan Pheasantry, will read a paper on the local importance of game preservation in Hongkong.

A THREATENED LOSS.
Jan. 14th.—The stirring chimes of the fire-bell resounded through the Colony at 9.30 p.m. on Saturday owing to the outbreak of fire in the offices of the *China Mail*, Wellington Street, a portion of which, leased to a conglomeration of mud-headed scribblers, known as the lessees of the *Chinese Mail* (Wah Tze Yat Po) was completely gutted and but for the promptitude of the Fire Brigade we should probably have been obliged to chronicle the total destruction of Brownie's very own sanctum sanctorum and tons of "Fragrant Waters Murs" which would, indeed, have been a sad loss for the whole world of letters. The China Fire Insurance Company is interested, but to what extent we have been unable to gather. Perhaps "Brownie" will do the needful.

IS IT PANIC?

January 14th.—The Chinese Government evidently anticipates a descent by the bellicose Japs on Poochow, for in addition to recently notifying the skippers of Chinese merchantmen at Sharp Peak to pick up their mud-hooks and clear out to sea upon the approach of Japanese men-of-war, an express issued by the Manager-in-Chief of the E. E. A. and China Telegraph Company has the following, which may mean a good deal or practically nothing at all:—"The Chinese Telegraph Administration notify that from to-day code telegrams will not be accepted for Poochow, excepting under the following conditions: (a) Government telegrams; (b) Telegrams from Banks and Firms transacting business for the Chinese Government and which must bear the Chinese Board of Trade seal."

THEN AS NOW.

Jan. 15th.—Just as we go to press we learn that all the leading Chinese merchants of Bonham Strand, Praya West, Praya Central, and Winglok Street, have sent in a petition to the Government praying for extra protection during the approaching Chinese New Year festivities and the pointing out that owing to three of the men charged with complicity in the recent Winglok Street robbery and murders having been acquitted by a special jury it is expected that the Colony will shortly be flooded with desperadoes of every description.

"FACTS".

Jan. 17th.—We, of course, have not the faintest idea as to who is responsible for the "facts" but at all events the report of the quarterly golf competition published in the *Daily Press* to-day is about the feeblest and most inaccurate screech that has seen the light of day for many a year even in this part of the world, and in addition to a number of egregious errors evinces a lack of good taste, to say nothing of anything else, on the part of the erstwhile editor of our elegant semi-official contemporary who lately led, by the way, on the China and Japan War may be accepted as a fair reflex of the intelligence and immaculate conception of Far Eastern affairs generally.

BANK RETURNS.

The returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ended 31st December, 1919, as certified by the Managers of the respective Banks are—

Banks.	Average Amount.	Specie in Reserve.
Chartered Bank of India, Australia and China.	\$10,454,944	\$5,000,000
Hongkong and Shanghai Banking Corp.	\$14,874,290	17,000,000
Messrs. Bank of India, Limited.	16,276	550,000

Total... \$25,329,234, 22,550,000
Sterling Securities deposited with the Crown Agents valued at £430,000.
Securities with the Crown Agents £137,000.

TRAINING TIMES.

A BUSY MORNING AT HAPPY VALLEY.

By reason of the fact that the entries for the forthcoming Races close to-day a very great many ponies were given gallops this morning, owners and supporters attending in good numbers to witness the fitness of otherwise that will decide the entries. As we stated last week, there is almost a record number of ponies now in training and the course this morning presented a busy appearance. Both the sand and grass tracks were in use, the latter being hard and fast. Although all the ponies are not yet known by name, there was a great deal of "timing" being done, the following being some of the times recorded:—

OLD PONIES.

Purity Dahlia.—38; 1.13; 1.50; 2.25; 2.59.25; 3.31.25.
Blighy King.—37; 1.13; 1.49.45; 2.26.15; 2.57.45.
Samatra Chief. (Last three-quarters).—37; 1.14; 1.46.35.
Micawber.—40; 1.16; 1.51.35; 2.27; 2.59.25.
Castlesand.—36.45; 1.12; 1.47.15; 2.24; 3.00; 3.32.15.
Mountain King.—38; 1.13; 1.49; 2.21.
Colinton.—41; 1.20; 1.57.25; 2.36; 3.14.25; 3.47.
Algerian Chief.—36; 1.11; 1.49; 2.24.35; 2.58.
Calamazar.—35; 1.9; 1.43.25; 2.17; 2.52.
Ironsand.—34.15; 1.10; 1.46; 2.57; 3.29.45.
Slam.—42; 1.20; 1.57; 2.37; 3.15.25; 3.47.25.
Fighting King and Valley King.—38; —; 1.50; 2.24.15; 2.56.15.
Salamander.—37; 1.10; 1.45; 2.19; 2.51.25.
Snuff Box and Scotch Box.—39; 1.18; 1.54; 2.27.25.
Siamese Cat.—45; 1.25; 2.00; 2.35; 3.05.
Swallow.—38; 1.13.35; 1.48.

DERBY GRIFFINS.

Baby Dahlia.—33; 1.8.35; 1.43.15; 2.17.25; 2.51.35.
Pile Driver.—40; 1.16; 1.51; 2.30; 3.6; 3.37.
Mr. Dowbiggin's grey.—39; 1.16; 1.52; 2.26.
Talisman.—44; 1.22; 1.54; 2.28; 3.07.25; 3.45.25.
High Tide.—42; 1.20; 1.57; 2.37; 3.15.25; 3.47.25.
Soudanese Chief.—38.35; 1.15; 1.47.
Mr. Soares' chestnut and black (2).—43; 1.21.35; 1.53; 2.23; 3.2.25.
Plain John.—39; 1.14; 1.51; 2.29; 3.06.25; 3.39.45.
Mr. Potts' grey and dun (2).—35; 1.12; 1.48; 2.20.
Hongkong Chief.—1.08.15; 1.47.15; 2.22.25; 2.56.45; 3.31.
Kandy Chief.—1.08.15; 1.47.15; 2.22.25; 2.56.45; 3.32.
Mr. Dyer's derby.—38; 1.13.35; 1.48.
Mr. Soares' black.—41; 1.18; 1.53; 2.27; 2.57.35.
Brilliant Dahlia and Sir Paul's grey.—34; 1.10; 1.45.25; 2.19.25; 2.52.
Sir Paul's dun.—32.25; 1.08.15; 1.40; 2.13.15.
Sir Paul's big grey.—34; 1.09.15; 1.41; 2.15.15.

SUBSCRIPTION GRIFFINS.

Wee Mouse (last three-quarters).—1.12; 1.44.25.
Mr. Soares' grey.—37; 1.13; 1.48.25; 2.22.25; 2.55.35.
King Robert.—34; 1.09; 1.44; 2.20.25.
Mr. Dowbiggin's black. (Last three-quarters).—37; 1.11; 1.44.15.
Mr. Wacon's grey. (Last three-quarters).—35.35; 1.10.35; 1.45.15.
Mr. Moonraker's sub.—42.15; 1.24; 2.02.35; 2.41.
Sir Paul's grey.—36; 1.11.45; 1.46.45; 2.23.35.
Sir Paul's chestnut.—36; 1.11.45; 1.46.45; 2.24.35.
Sir Paul's bay.—37.25; 1.15; 1.51.

BILL IRVING AND MR. BEITH'S SUB.

—38; 1.16.35; 1.54; 2.27.
Larsen Griffins.
King Cole.—39; 1.14; 1.47.
Mr. Adams' Larsen.—38; 1.16; 1.52; 2.28; 3.02.
Sir Paul's white.—34; 1.07; 1.43.25.
Sir Paul's black.—34; 1.07; 1.42.
King Bruce.—41; 1.18; 1.57; 2.33.35; 3.06.35.
Sand Martin.—43.15; 1.23.25; 2.03.35; 2.37.15.

BELFAST SHIPPING SALE.

The shareholders of the Belfast Steamship Company have decided to accept the offer of the Coast Line, Limited, to purchase the concern. The price to be paid is £1,100,000, which will give each shareholder nine times the par value of his holding. The Coast Lines will take over the service in the course of the month.

TO-DAY'S MISCELLANY.

"Balfouria," the title selected for one of the Jewish colonies in Palestine, sounds a little strange at first. But the novelty will wear off after a time, and people will get as accustomed to its sound as they have to such names as Rhodesia, Tasmania, and the like. One wonders how much may be attached to the commemorative import of such titles. Certainly few people in speaking of the town of Adelaide, in Australia, have even a passing thought for the Queen of William IV., in whose honour it was so named. And how many people in seeing on a map of the United States the names Georgia, Carolina, and Virginia, to mention a few, recall the Royal personages whose names inspired the titles? It is a pity, for such styles as Pennsylvania, recalling the Quaker colonisation of William Penn, and Liberia, the colony of liberated slaves in West Africa, are very appropriate and ought to act as a perpetual reminder of good work well done.

The average publication, in face of a strike of all its compositors, would have to suspend appearance, as most of the Paris papers have just done. But recently the *Literary Digest* of New York, a weekly with a huge circulation, was published to time without the help of its compositors. They were out on strike with other members of the New York Typographical Union. A novel form of strike-breaking was adopted. The typewritten copy was photographed and ordinary line process blocks made, in the way that a black-and-white drawing is reproduced. The appearance of page after page of typeset in a magazine certainly looked unusual, but the result was quite readable. As the *Digest* proudly states, "We believe this is the first time on record where a million copies of a great magazine of eighty pages has been issued without the typesetters." The experiment may have revolutionary results in the publishing business. There is no reason why a typewriter with an alphabet resembling ordinary magazine print should not be produced. It would be valuable in emergency or in cases where there is no need for speed, but it could not, of course, compete with the linotype used by the daily newspaper.

HONGKONG TRADE.

CHAMBER OF COMMERCE REPORT.

The fortnightly Price Current and Market Report, published by the Hongkong General Chamber of Commerce, states:—

Cotton piece goods and fancy cotton goods.—New Year sales are conspicuous by their absence. There is no lack of demand but neither buyers nor sellers enter into forward transactions and prefer to await the arrival of spot cargo. New records have been established in Manchester prices and cotton is quoted at 31.25.

Cotton Yarn.—Limited transactions took place for early requirements. Values show a small decline in sympathy with the appreciation in exchange. Quotations are:—No. 10s. at \$220/250. No. 12s. at \$235/272. No. 16s. at \$285/325. No. 20s. at \$325/355. Arrivals 13,000 bales. Sales 2,000 bales. Shipments nil. Unsold Stock 5,000 bales. Bargains 22,000 bales.

Woollens.—Small business doing. Quite a good trade could be done if prices and deliveries were more reasonable.

Raw cottons.—The position is unchanged, nominal quotations remaining at \$44/56 for Indian and \$48/60 per picul for Chinese descriptions.

Flour Market Report.—Stock: About 350,000. Quotations:—American Patent, \$3.60 per sack; American Cut off, \$3.30 per sack; American Straight, \$3.28 per sack; Shanghai Flour 2nd, \$3.30 per sack; Australian No. 1, \$3.20 per sack; Australian No. 2, \$3.00 per sack.

Metals.—Business extremely quiet. Small lots of wire nails have been done at increased prices. Home prices have increased very considerably with makers well filled with orders. Lead advanced on the local market from \$8.50 to \$11.50 a demand setting in from Japan.

BOXING.

LAST NIGHT'S BOUTS.

The second boxing tournament held under the auspices of the Hongkong Boxing Association had its commencement last night, when the preliminary bouts in the Novices Competitions were fought with the view to the elimination of the less-skilled men and the provision of contestants for the final bouts which take place to-night in the Grand Tournament.

Preparations for a regular boxing season were seen in the match, which, christened as "The Ring," has been specially constructed at the Volunteer Parade Ground, and was used last night for the Tournament. Special plans for its construction were prepared by Mr. John Dillon of the Public Works Department, who also personally supervised every detail in the construction. The result achieved is the possession of a boxing booth and ring which are as satisfactory as could be desired. The scheme of construction was the same as that followed when Staff Inspector J. Eldridge, of the Police Reserve, built a similar match for the British-American contests which took place at the same stadium under Police Reserve management in 1917. There was well lighted up by powerful arc lights and the seats had been so arranged that a full view of the ring could be everywhere obtained.

The popularity of the Tournament was evidenced by the large number of contestants who entered for last night's preliminary bouts, which were divided into the feather, light, welter and middle-weight classes. Though the bouts were only preliminary events, much interest was aroused and there was a fairly good crowd who were not disappointed in their expectations of seeing plenty of hard fighting. Knock-outs were registered in many of the fights, and with the exception of a few unavoidable mishaps in the ring, there was nothing to mar the enjoyment of the evening's sport. The opinion, however, was expressed that there was an undue disparity in weights in many of the contests, this operating greatly in favour of several of the competitors who had a big advantage in this respect. This was emphasised in the cases of A. B. Fellowes and "Boy" Hall, of H.M.S. Carlisle, who recklessly ventured for honours in the middle-weight contest in spite of the fact that they weighed only about 140 lbs., a figure which placed them within the welter-weights. The results might have been anticipated, for the K.O. was administered to them by their respective opponents, E. R. A. Sergeant and Sgt. Dawes, in a remarkably short space of time from the commencement of the first round.

Taking it all around, there is promise of an exciting night, to-night.

FEATHERWEIGHT CLASS.

In the Featherweight contests, P. C. Condon, who had previously knocked out J. S. Gosling (H.M.S. Alacrity) in the preliminary bout, was pitted against Pte. Burrows (Wilts) in the semi-final. Burrows himself had secured a win on points, over Stoker Towse (H.M.S. Alacrity), but at the cost of a twisted thumb which he found to be a handicap in his fight with Condon. He accordingly retired and left Condon to meet L. Tel. Conway (H.M.S. Ambrose) in the final novices featherweight bout to-night.

L. Tel. Conway had secured an easy victory over Pte. Drew (Wilts) in their preliminary bout. Conway merely handled his man, and though the private took his punishment very gamely, he was simply knocked about all over the ring. It was well that the referee stopped the fight as an act of kindness to Drew. This easy victory having been effected, Conway participated with Condon in his semi-final bout with L. Cpl. Nye (Wilts) with the same good fortune. Nye had secured a hard victory, on points, over A. B. Byrne (Alacrity) but he had a more skilled adversary in Conway. After having been knocked down four times, he lost the fight.

LIGHTWEIGHT CLASS.

In one of the preliminary lightweight bouts, A. B. Compton (H.M.S. Ambrose) fought Gunner Hudson (R.G.A.). Hudson was distinctly the better man. He handled Compton with ease, and inflicted some well-placed blows which must have great effect, for the seaman took the floor in the third round. The sounding of the gong at the conclusion of the third and final round saved Compton from a knock-out.

In an exciting semi-final bout, Gunner Hudson met with a decided reverse at the hands of Ship's Cook North (H.M.S. Carlisle). In a fast three rounds, Hudson received some vicious jabs on his chest which must have jarred him nastily. The honours in the game went to North, who is to meet Pte. James in the final bout.

Pte. James (Wilts) defeated Stoker Haddock (H.M.S. Ambrose) in their preliminary bout and the retirement of Stoker Barrett (H.M.S. Carlisle), who was to have met him in the semi-finals, left him in undisputed possession of the opportunity of meeting North in to-night's final contest.

WELTER WEIGHT CLASS.

The results of the preliminary bouts in this division were as follows:

Pte. Dadd (Wilts) v. "Boy" Harris (H.M.S. Carlisle).—Harris giving up the fight in the first round, Pte. Dadd was nominated the winner.

A. B. Neathercock (H.M.S. Ambrose) v. O. S. Coulthard (H.M.S. Ambrose).—Winner (on points) Coulthard.

L. Cpl. Rogers (Wilts) v. Pte. H. R. C. Jones (Wilts).—An injury which he received in the eye forced Pte. Jones to retire from the contest in its first round.

L. S. Simons (H.M.S. Carlisle) v. A. B. Trace (H.M.S. Alacrity).—Trace, after having been continually knocked down, eventually had the K.O. administered to him.

The task of elimination was carried into a second series of bouts in which the winners in the first series participated. In the Pte. Dadd v. Pte. W. Adley (Wilts) contest, the latter retired owing to an injured thumb, which mishap was perhaps as well for him, as he appeared to get the worse of the exchanges he had with Dadd in the first round.

The fight between S. S. Coulthard and Mathie (H.M.S. Ambrose) was brought to a quick termination scarcely after it had started, by the fact that Coulthard received a blow which whirled him round on his feet and which only led to another effective one on the jaw which rendered him *hors de combat*.

A whirlwind fight was that between A. B. Bailey and L. Cpl. Rogers. Bailey was twice forced back on the ropes, but he retaliated with great judgment. Eventually the fight went against him, the verdict being delivered in favour of his adversary at the conclusion of the bout.

Neathercock retired from the semi-final bout with L. S. Simons. The latter then met L. Cpl. Rogers whom he knocked out in record time in the first round.

Seaman Mathie, in his semi-final bout with Pte. Dadd, was so upset by the latter's rushing tactics that he gave up in the second round. He recognised that he had no prospects of a win in the bout, for he yielded to the inevitable after having on two occasions been nearly knocked through the ropes. The final bout to-night will therefore witness Pte. Dadd up against L. S. Simons.

MIDDLEWEIGHT CLASS.

The quick dispatch of A. B. Fellowes by E. R. A. Sergeant in the first round in the semi-final middleweight contest raised the query on the part of some of the audience as to the advisability of having drawn the two men together for a contest the result of which could have been expected in view of the big difference in the weight of the two men. Sergeant weighed 162 lbs. whereas Fellowes scaled only 140 lbs., a weight which should have classed him with the welterweights. It was explained by Mr. J. C. Wildin, who officiated as M.C., that the fact of Fellowes having been pitted against Sergeant was the result of the former's own choice.

Pte. Thorne (Wilts) was hopelessly outclassed in his fight with Corpl. Gee (Wilts). He was cornered at the ropes by Gee's aggressive tactics, and he lost the fight through being knocked out by a blow which stretched him on the ground for the full count. The fate which met the reckless A. B. Fellowes overtook "Boy" Hall too. He weighed only 142 lbs., giving away 14 lbs to Sgt. Dawes. The first round was never completed, for Hall was caught in an awkward position in a corner of the ring and immediately felled by a well-delivered right from Dawes.

The bout between A. B. Hatch and Sgt. Dawes in the semi-finals was distinguished more by the clinching methods indulged in by both contestants than by anything else. The referee had occasion many times to issue the order to break away. Hatch was accorded the points, though it was but a poor fight. The tactics of Hatch in holding the

head of his opponent in the crook of his left arm whilst he let off vicious jabs with his right were noticeable. As a result of this contest Hatch is due to meet Sergeant at to-night's tournament.

The next boxing tournament has been provisionally fixed to take place on Saturday, February 14th.

FOOTBALL.

UNITED SERVICES LEAGUE.

The United Services League will soon be in full swing, and to make sure of being up-to-date, the League officials are having a referees' meeting on Monday, the 12th inst., in the R. G. A. Recreation Room, for the purpose of passing and qualifying a few gentlemen as referees. The Board is in the hands of Mr. Birkenhead, at present serving on H. M. S. Ambrose as a Regulating Petty Officer. He himself is a qualified referee from the Southern League, Devon County, and also Western Provinces of South Africa. It is not so long ago that he figured as an inside left for Swindon Town, afterwards being transferred to Sheffield Wednesday and Barnsley. There, through being too keen, he had a severe accident, which ruined his professional career as a footballer, and so we find him still enjoying the game, by occupying his spare time as a referee. It is hoped in the coming league to find everything run on sound lines, and Mr. Birkenhead will undoubtedly be of great assistance to Mr. Gurn, May, the Hon. Secretary.

The referees' meeting on Monday is at 6 p.m. sharp, and anyone of the Service who are interested may attend.

GOLF CLUB.

LADIES SECTION.

The draw for the Captain's Cup, kindly presented by Mr. A. Ritchie, is as follows:—

Mrs. Fleming v. Mrs. Bonnar. Byes. Mrs. Joseph W. Taylor v. Mrs. Cassidy. Mrs. Maitland v. Mrs. McKenny. Mrs. Leask v. winner of Mrs. Fleming and Mrs. Bonnar. Mrs. Kilgour v. Mrs. J. W. Stewart.

To be played at Happy Valley. First round to be played on or before January 20th; second on or before January 30th; third on or before February 10th; final on or before February 20th.

MIXED FOURSOMES.

The following is the result of the Mixed Foursome Competition held at Fanling on 26th December last:—

Miss Moxon and Major Leslie Smith, 97-13-84, winners. Mr. and Mrs. Redmond, 100-13-87.

Mrs. Maitland and Mr. S. H. Dodwell, 92-5-87.

Miss Gordon and Mr. C. Bulmer Johnson, 99-11-88.

Miss Gurner and Capt. Warner, 103-15-88.

Miss Duff and Comdr. McCowan, 105-16-89.

Mr. and Mrs. N. L. Smith, 102-13-89.

All other returns were 90 or more. Half combined handicap was taken.

IN CHINA!

A rather peculiar incident happened at Fengtu, a small town on the Yangtze River on November 27. A party of pirates looted a junk near there and the Chinese magistrate, a few days later, managed to catch twelve of the offenders and accordingly had them executed. About a week later a party of Wansien soldiers arrived, at Fengtu intent on lynching the magistrate and his staff for daring to have their comrades killed. They stated they were not pirates but soldiers but failed to explain the difference. The magistrate having received news of their intention sought refuge in the compound of the Canadian Methodist Mission, with his staff and later, left there and hid himself in the woods. Bolshevism appears to be rampant in this region of China if we judge by the action of the military forces, and agents from Russia would, we think, feel quite at home there.

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NOTICES.

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CHURCH SERVICES.

ST. JOHN'S CATHEDRAL, HONG-KONG.—11th January, 1920.
1st: Sunday after Epiphany.
Holy Communion (7.30 a.m.)
Service: Merbecke. Hymns: 298, 78, 318, 558 (4), 551, Matins (11 a.m.) Responses: Festal.

Venite: Parrant. Psalms: Turner & Day (9th day) Wesley (12th evening). Te Deum: Barnby, Turle and Turle (13th evening). Benedictus: Troutbeck.

Hymns: 76, 79. God Save the King. N.B.—Psalm 46, verses 1, 7 and 11 in unison. Psalm 47, verses 3 and 6 in unison.

Psalm 67, verses 5 and 6 in unison. Hymn 76, verses 1 and 5 in unison. Hymn 79, verses 1 and 5 in unison. Litany (12 noon.) Evensong (6 p.m.) Responses: Festal. Psalm: Crotch and Hervey (3rd evening). Magnificat: Tonus Peregrinus (23rd evening). Nunc Dimittis: Barnby. Hymns: 488, 78 and 80. Sevenfold Amen.

Voluntary: Choral Prelude on "Dundee"—Parry. N.B.—Psalm 18, verses 1, 2, 7, 8, 9, 13, 14, 19, 25, 29, 31, 38, 47 & 51 in unison. Hymns 488, verses 1 and 7 in unison. Hymn 71, verses 1 and 3 in unison. Hymn 80, verses 1, 3 and 7 in unison.

ST. ANDREW'S CHURCH, KOW-LOON.—11th January, 1920.—1st Sunday after Epiphany. Holy Communion at Midday. Morning Prayer 11 a.m. Opening: Voluntary. Responses: Festal. Venite: Elvey. Psalms: XLVI—Turner (9th Morning), XLVII—Davy (9th Evening), LXVII—Wesley (12th Evening). Te Deum: Oakeley—15th Evening. Jubilate: Hayes.

Kyrie: Mendelssohn. Hymns: 123, 117, 121. Evening Prayer 6 p.m. Opening: Voluntary. Responses: Festal. Psalms: XVIII—Crotch, Hervey (3rd Evening). Magnificat: Barnby—11th Evening. Nunc Dimittis: Monk. Hymns: 131, 349, 38 (A & M. 477). Vesper. Hymn. Concluding Voluntary. Note: Choir practice next Friday at 6.00 p.m.

UNION CHURCH KENNEDY ROAD.—Sunday Services Jan. 11th Morning at 11 a.m. Hymns: 369, 546, 382, 284. Psalm 46. Evening at 6 p.m. Hymns: 10, 505, 443, 370. Preacher: Rev. J. Kirk Macdonachie.

WESLEYAN METHODIST CHURCH WANCHAI.—Sunday Jan. 11th Sunday Morning 10.15 a.m. "Where there is no Christmas." Rev. C. A. Gimblett M.A. Evening service at 6 p.m. ST. PETER'S CHURCH, WEST POINT.—Sunday, Jan. 11th 1919. 8 a.m. Holy Communion 11 a.m. Morning Prayer, and Sermon.

PEAK CHURCH.—Holy Communion at 8.15 a.m. THE GOSPEL HALL.—(No. 10 and 12 Pedder Street). Weekly Services.—Sunday. Breaking of Bread, 11 a.m. Gospel Meeting, 8 p.m. Tuesday, Exposition of Scripture, 8 p.m. Thursday, Bible Class, 8 p.m. Friday, Sabbath School, 5.30 p.m. Saturday, Prayer Meeting, 8 p.m.

ROMAN CATHOLIC CATHEDRAL GLENELLY.—Low Masses at 6, 7, and 9.30 a.m. High Mass at 8 a.m. 5.30 p.m.—Benediction of the Blessed Sacrament. SOLDIERS' AND SAILORS' HOME ARSENAL STREET.—Sunday Evening, Gospel Services 8 p.m.

ST. JOSEPH'S CHURCH, GARDEN ROAD.—Mass and Sermon at 10 a.m. followed by the Benediction of the Blessed Sacrament.

FIRST CHURCH OF CHRIST SCIENTIST.—MacDonnell Road. Sundays: 11.15 a.m. Wednesdays, 5.30 p.m.

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EGYPT, EUROPE, ETC.

SAILINGS

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
DUNERA	5,600	13th Jan.	Straits, Ceylon & Bombay.
SOMALI	6,700	3rd Feb.	Marseilles & London direct.

BRITISH INDIA-APCAR SAILINGS (South)

JAPAN	6,000	9 Jan. 1 p.m.	Calcutta via Singapore, Penang & Rangoon.
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EASTERN & AUSTRALIAN SAILINGS (South)

ST. ALBANS	4,000	25th Jan.	Manila, Sandakan, Thursday
EASTERN	4,000	11th Feb.	Is. Cairns, Townsville, Brisbane, Sydney & Melbourne.

SAILINGS TO SHANGHAI & JAPAN.

NAGOYA	10 Jan. noon	Shanghai, Kobe, Yokohama
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WIRELESS ON ALL STEAMERS.

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SAILINGS

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(via Shanghai, Nagasaki, (Mojito) Kobe & Yokohama)

FROM HONGKONG, VANCOUVER.

Steamers	HONGKONG	VANCOUVER
Empress of Russia	Jan. 12	Jan. 12
Monteagle	Jan. 18	Feb. 10
Empress of Asia	Jan. 22	Feb. 9
Empress of Japan	Jan. 26	Feb. 16
Empress of Russia	Mar. 11	Mar. 29
Monteagle	Mar. 18	Apr. 10
Empress of Japan	Mar. 29	Apr. 19
Empress of Asia	Apr. 8	Apr. 26
Empress of Russia	Apr. 15	May 3
Monteagle	May 19	June 13
Empress of Japan	May 26	June 16
Empress of Asia	June 3	June 21
Empress of Russia	July 1	July 19
Empress of Japan	July 20	Aug. 10
Monteagle	Aug. 2	Aug. 27

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Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.KATORI MARU (Omitting Manila) Sat. 17th Jan. at 11 a.m.
SUWA MARU (Omitting Manila) Mon. 2nd Feb. at 11 a.m.
LONDON & ANTWERP via Singapore, Penang, Colombo, Suez
Port Said & Marseilles.

INABA MARU ... Friday, 23rd Jan. at noon.

MELBORNE & SYDNEY via Manila, Zamboanga, Thursday

Island, Townsville & Brisbane.

NIKKO MARU ... Middle of January.

NEW YORK & HAVANA via Kobe, Yokohama, Muroran, San

Francisco, Panama & Colon.

TOKUSHIMA MARU ... Saturday, 10th January.

SOUTH AMERICAN PORTS via Cape.

BOMBAY & C. OMBO via Singapore.

WAKAMATSU MARU (Bombay direct) Saturday, 10th Jan.

NAGANO MARU ... Sunday, 25th Jan.

CALCUTTA & RANGOON via Singapore & Penang.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

AKI MARU ... Saturday, 16th Jan. at 11 a.m.

TANGO MARU ... Saturday, 21st Feb. at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

KEISHIN MARU (Kobe only) ... Saturday, 10th Jan.

IYO MARU ... Monday, 13th Jan. at 11 a.m.

TOTTORI MARU ... Tuesday, 13th Jan.

EXTRA SERVICES—(Marseilles, Liverpool, Antwerp, Rotterdam

Hamburg etc.)

PENANG MARU (Marseilles & Liverpool) Wed. 14th Jan.

TOYAMA MARU (London, Antwerp & Hamburg) M. of Jan.

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SHIMIZU MARU	24,000	15th Jan.
SIBERIA MARU	2,100	20th Jan. from Kobe.
PERIA MARU	9,100	31st Feb.
KOREA MARU	20,000	11th Mar.
TENTO MARU	22,100	11th Mar.

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SHIPPING NEWS.

STEAMER'S CREW RESCUED.
According to news sent by the
naval staff from Willemstad, a
minesweeper near Terschelling
sands recently picked up two
boats with 33 members of the
American steamer Council Bluffs.

TO BE SALVED.

The China Navigation Co.'s s.
Tamsui, which was lost in the
Yangtze last August will shortly
be salved. The New Dock and
Engineering Company has un-
dertaken the task and it is ex-
pected that from four to six weeks
will be occupied before she is
refloated. It is reported that the
task of salving her will be an
easy one.

THE M.V. WAR MEDAL.

In reply to inquiries the Marine
Department of the Board of
Trade has informed the Imperial
Merchant Service Guild that the
Riband of the Mercantile
Marine War Medal is only being
issued in respect of voyages in
the danger zone in the Kingdom
—France or Mediterranean
waters. A further notice will
be issued in due course in
respect of danger zones in
other parts of the world.
It will be some time before the
medals themselves are ready for
issue. In view of the fact that a
number of Merchant Service cap-
tains and officers were engaged in
transporting troops in connec-
tion with various military opera-
tions outside of the danger zones
specified, the Guild requested in-
formation as to whether the Board
would issue a regulation covering
such cases.

WANT WHARVES FREED.

Early in the war men belong-
ing to the Royal Army Service
Corps and the Royal Engineers
were stationed in Poole (Dorset),
and the authorities took over the
private wharves and stores on the
Poole Quay. Since the armistice
the private owners have been en-
deavouring to secure the
return of their property, but
without avail, and as a
result trade has been diverted
from Poole to other ports. Mr.
Henry Burden brought the matter
forward at a meeting of the Poole
Harbour Commissioners. Cor-
respondence had been going on
for months, he said, but without
result. He himself had written
on three occasions since Septem-
ber, but had had no reply. Timber
merchants could not arrange their
shipments to Poole for next
season, and the harbour authori-
ties were losing dues.

STEAMER CASUALTIES.

The September casualty list of
the Liverpool Underwriters'
Association shows that two British
sailers, of 1,061 tons, and six
British steamers, aggregating
14,123 tons, were totally lost. The
foreign tonnage losses consisted of
three sailers, of 2,838 tons, and 12
steamers, of 27,071 tons. The
tonnage thus removed from the
register was 45,068 tons, against
47,720 tons for the corresponding
month of 1918, and 41,124 for
September, 1917. The partial
losses, British and foreign,
numbered 480, of which
33 were due to weather damage,
110 to stranding, 120 to collision,
and 30 to fire and explosion. No
fewer than 100 vessels sustained
damage to machinery shafts or
propellers, while there were 38
other casualties. It is somewhat
significant that of the cases of
damage to machinery, etc., 91 of
the vessels concerned were fore-
ign-owned, and only 18 British.
The number of foreign casualties
through weather damage were
twice as numerous as those which
occurred to British ships from
the same cause.

CAPTAIN FRYATT MEMORIAL

FUND.

To mark his appreciation of
the assistance rendered to him,
in obtaining his war service
gratuity about which he was in
difficulty by the Imperial Mer-
chant Service Guild of which
society he is a member, an officer
has recently sent the sum of two
guineas to the Captain Fryatt
Memorial Fund. From time to
time the secretary of the fund
has received quite a number of
similar donations from members
of the profession who wish to show
some small appreciation of the
assistance which they had
received. There is no decrease
in the number of cases of distress
which are being reported to the
committee of this fund from time
to time, and it is devoutly to be
hoped, therefore, that adequate
subscriptions will be sent into this
fund to enable them to be dealt
with expeditiously and as the
committee would like. As it is
now, a waiting list has to be kept,
and this list is assuming some-
what lengthy proportions. A
fund more worthy of support than
this especially by those interested
in the Merchant Service, cannot
be conceived of.

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SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
STRAITS & Calcutta	Yatsing	Sat., 10th Jan. at 3 p.m.
HAIPHONG via Hoihow	Taksang	Mon., 12th Jan. at 8 a.m.
KOBE	Fooksang	Mon., 12th Jan. at 5 p.m.
STRAITS & Calcutta	Lafsang	Tues., 13th Jan. at 3 p.m.
SHANGHAI	Choyasang	Thur., 15th Jan. at 4 p.m.
MANILA	Yrensang	Fri., 15th Jan. at 3 p.m.
KOBE	Kwa'sang	Sat., 17th Jan. at 5 p.m.
SANDAKAN	Hinsang	Sat., 24th Jan. at noon

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For	Steamers	To Sail
SWATOW & SHANGHAI	Hoihow	11th Jan. at 9 a.m.
HOIHOW & BANGKOK	Changchow	11th Jan. at 10 a.m.
SHANGHAI & TSINGTAO	Chenan	11th Jan. at 4 p.m.
HAIPHONG	Hanchow	12th Jan. at 10 a.m.
SWATOW & BANGKOK	Kanchow	13th Jan. at 9 a.m.
H'HOW, P'HOI & H'PHONG	Kweilin	13th Jan. at 10 a.m.
AMOY & SHANGHAI	Suiyang	13th Jan. at 4 p.m.
SWATOW & SINGAPORE	Lichow	14th Jan. at 9 a.m.
SHANGHAI	Sunning	15th Jan. at noon
MANILA, CEBU & ILOILO	Taming	20th Jan. at 3 p.m.

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Hongkong Jan. 9, 1920.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers havin-
good accommodation for First Class Passengers. Electric Light and
Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Haiching	A. H. Stewart	TUES., 13th Jan. at 1 p.m.
Quinnebaug	Medina	FRI., 16th Jan. at noon

Arrivals and Departures from the Company's Wharf (near
Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

FOR NEW ORLEANS.

THE U. S. SHIPPING BOARD

S.S. "ASKAWAKE"

ABOUT MIDDLE MARCH, 1920.

For freight space and particulars apply to—

THE ADMIRAL LINE

AGENTS.

TELEPHONE
2477 & 2478.5TH FLOOR
Hotel Mansions.

STRUTHERS & DIXON, INC.

OFFICES: San Francisco and Seattle, U.S.A., Shanghai,
China, Manila, P.I., Kobe, Japan and Hongkong.

Operating the following Far Eastern service for account of the United

States Shipping Board.

U.S.A. PACIFIC COAST, JAPAN, CHINA AND PHILIPPINES.

For Seattle & Vancouver. For San Francisco.

"DELIGHT" 12th Jan. "WEST CAJON" End Jan.

"WESTVIEW" Late Jan. "COLORADO SPRINGS" Early Feb.

ALSO

"West Helix," "West Hawaiian," "West Lion," "Western Glen," "Takesfield,"

"Derelict," "Edith," "Stanley," "West Cactus," "West Segovia," "West Iship,"

"Hathor," "Vinita," "Eikhorn,"

arrivals to be announced later.

Through rates quoted and through Bills of lading issued to all overland points in

U.S. and Canada.

HONGKONG OFFICE: 1st floor, Powell's Building Tel. 3008.

L. EVERETT, Vice-Pres. E. A. NELSON, General Agent.

AMERICAN EXPRESS COMPANY.

BANKERS AND FORWARDERS.

ESTABLISHED—141.

HEAD OFFICE—65 BROADWAY, NEW YORK.

CAPITAL AND SURPLUS—U. S. \$25,000,000.00.

LONDON OFFICES—84, QUEEN STREET, E. C.

5, Haymarket, S. W.

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Branches & Agencies—throughout the world.

General Banking and Foreign Exchange.

We maintain Foreign Trade and Travel Bureaus.

American Business a Specialty.

SHIPPING.

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.

"ROBINO MARU" ... Saturday, 10th Jan.
"ATLAS MARU" ... Beginning of Feb.
CENOA & BOMBAY—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Co.'s steamer.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.

BOMBAY & COLOMBO—Regular fortnightly service via Spore.

"SIAM MARU" ... Middle of Jan.
SAIGON, BANGKOK & SINGAPORE—Regular Monthly Service.

"UNNAN MARU" ... Sunday, 1st Feb.
SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

"TAMON MARU" ... Middle of Jan.
VICTORIA & VANCOUVER—Tacoma via Manila, Keelung, Shanghai, Nagasaki, Moji, Kobe, Yokkaichi & Yokohama.

"MANILA MARU" ... Sunday, 18th Jan.
KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf near the Harbour Office.

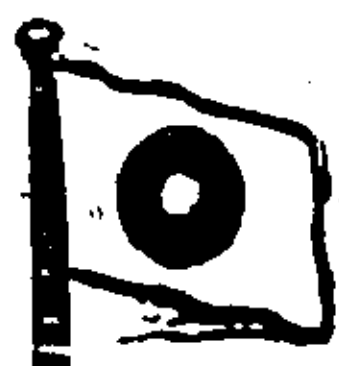
"KAISO MARU" ... Sunday, 11th Jan.
"SOSU MARU" ... Thursday, 15th Jan.

TAKAO via SWATOW & AMOY.

JAPAN PORTS—Moji, Kobe, Yokkaichi & Yokohama.

For sailing dates and further particulars please apply to—

Y. YASUDA,
Manager,
Tel. No. 744 and 745 No. 1, Queen's Building.



KUHARA SHOJI KAISHA, LTD.

KUHARA TRADING CO., LTD.
(Shipping Department).

HEAD OFFICE (KOBE).
Branches and Representatives:—

TOKYO, OSAKA, LONDON, NEW YORK, PARIS, ROME, BERLIN, PORT SAID, CALLED, HAVANA, BOMBAY, CALCUTTA, COLOMBO, SINGAPORE, TAIWAI, BANGKOK, SAIGON, YOKOHAMA, SHANGHAI and TAIPEI.

Taking Cargo on through Bills of Lading to Pacific Coasts Japan, China, India, Java, North and South America, also to Mediterranean.

SUBJECT TO ALTERATION WITHOUT NOTICE.

For further particulars apply to—

CHU KYOKU TRADING Co.,
M. HASHIMOTO,
General Agents.

Telephone No. 2103.

THE AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.
SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia	Leaves Hongkong for Australia.
"TAIYUAN"	8th Jan.	13th Jan.
"CHANGSHA"	2nd Feb.	7th Feb.

* Omitting Manila Southward. For Sydney only.

These steamers are fitted with Refrigerating machinery, ensure a plentiful supply of ice, fresh provisions etc. and have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian ports.

For Freight or Passage apply to

Butterfield & Swire.

Telephone No. 36

PACIFIC MAIL S.S. CO.

U. S. MAIL LINE.

OPERATING THE NEW FIRST CLASS STEAMERS

"ECUADOR," "VENEZUELA" & "COLOMBIA"

HONGKONG TO SAN FRANCISCO

Via Shanghai, Kobe, Yokohama & Honolulu.

THE SUN-HINE BELT

THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE.
SAILINGS FROM HONGKONG AT NOON.

S.S. "COLOMBIA" ... Wednesday, Jan. 28th.
S.S. "VENEZUELA" ... Wednesday, Feb. 25th.
S.S. "ECUADOR" ...

ALSO

The following U.S. Shipping Board vessels

Steamers ... Sails from S.F. ... Due to call from Hongkong
"WEST INSKIP" ... Oct. 30, 1919. ... Jan. 8, 1920.
"WEST CONOB" ... Nov. 1, ... Jan. 26.

Cargo secured on through bills of lading to Baltimore, Havana, Central and South American ports.

For further information apply to—

PACIFIC MAIL S.S. CO.,
Telephone 141. ... Address "SOLANO."

SHIPPING.



TRANS-PACIFIC FREIGHT SERVICE.
(Operating the following U. S. Shipping Board Steamers.)

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.
(Calling at Shanghai and Kobe.)

"EDMORE" ... About Jan. 11 ... "CROSSKEYS" ... About Feb. 5
"CITY OF SPOKANE" ... Jan. 11 ... "WHEATLAND" ... Feb. 15
"ICONIUM" ... Jan. 27

For PORTLAND direct.
(Calling at Shanghai and Kobe.)

"WAWALONA" ... About January 15th.
"COXLEY" ... January 22nd.
"MONAGUE" ... February 5th.
"ABERCROMBIE" ... March 5th.

Through Bills of Lading issued to OVERLAND COMMON PORTS.
FOR FREIGHT AND PARTICULARS APPLY TO

THE ADMIRAL LINE
Telephone 247 & 2173 5th Floor, Hotel Mansions.

THE DOLLAR S. S. LINE.

SAILINGS FROM HONGKONG FOR

VANCOUVER
STEAMER ... SAILING DATE.
"M. S. DOLLAR" ... 20th January.
"BESSIE DOLLAR" ... 26th January.
"MELVILLE DOLLAR" ... 5th February.
"HAROLD DOLLAR" ... 10th March.

FOR SAN FRANCISCO.
"WEST HARBURN" ... 15th January.
"TANCRED" ... 12th January.
"WEST HARTS" ... 2nd February.
"STANLEY DOLLAR" ... 6th February.

Through Bills of Lading issued to all parts of United States & Canada.
Movements subject to change without notice.

For particulars for freight apply to—
THE ROBERT DOLLAR CO.
GENERAL POST OFFICE BUILDING TEL. 795.
THIRD FLOOR 792.

NEW YORK DIRECT.

Joint service of the
"BLUE FUNNEL" LINE
(Ocean S. S. Co., Ltd., & Canada Mail S. S. Co., Ltd.)

AND
AMERICAN & MANCHURIAN LINE
(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong:
"OANFA" ... via Suez ... 15th January.
"ATREUS" ... via Suez ... 23rd January.
"ARIOSTO" ... via Suez ... 10th February.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.
For freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.
HONGKONG & CANTON REISS & CO CANTON.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between
JAVA, CHINA and JAPAN.

Steamer ... From ... Expected on or about ... Will leave on or about ... For ...
"Jisalak" ... Java ... 13th Jan. ... 19th Jan. ... Shanghai
"Panass" ... Java ... 17th Jan. ... 23rd Jan. ... Java
"Manoek" ... Japan ... 15th Jan. ... 18th Jan. ... Java

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

ALSO OPERATING
JAVA PACIFIC LIJN.
MONTHLY SERVICE BETWEEN
NETHERLANDS INDIA, MANILA,
HONGKONG & SAN FRANCISCO.

Through Bills of Lading issued to U.S.A. and Canadian Over and Points.

For Freight and Passage apply to the
Java-China-Japan Lijn.
Telephone No. 1574. York Buildings.

DODWELL & CO., LTD

STEAMSHIP SERVICES.

Regular Sailings to NEW YORK,
VIA SUEZ & PANAMA CANAL.

S.S. "EGREMONT CASTLE"
Sailing on or about 26 JANUARY 1920.

LLOYD TRIESTINO.

S.S. "AFRICA"
VENICE & TRIESTE.

Sailing on or about 28th January, 1920.

CARRYING 1st, 2nd & 3rd CLASS PASSENGERS.

Trains leave Trieste 8 a.m. each day ARRIVING PARIS.
10.40 a.m. the following day.

NANYO YUSEN KAISHA LTD.
(SOUTH SEA MAIL S.S. CO.)

Regular services between

JAPAN, HONGKONG & JAVA.

For Java, S.S. "HOKUTO MARU"
Sailing on or about 17th JANUARY.

For Japan, S.S. "RIJUN MARU"
Sailing on or about 15th JANUARY.

OCEAN TRANSPORT CO., LTD.

(TAIYO KAIYUN KAISHA)

Steamship services Trans-Pacific,
also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

Taking cargo on through Bills of Lading to South African ports, with transshipment at Calcutta, in conjunction with the Indo-China S.N. Co., Ltd., and Apear Lines.

For Freight or Passage on any of the above Lines apply to—
DODWELL & CO., LTD., Agents.

FOR NEW YORK & BOSTON.

THE U. S. SHIPPING BOARD.

S.S. "CAPE MAY"
Early February.
Via PANAMA.

S.S. "SACAPORACK"
Early March, 1920.
Via PANAMA.

S.S. "WESTERN CROSS"
Middle March, 1920.
Via SUEZ.

For freight space and particulars apply to—

THE ADMIRAL LINE

Telephones
2477 & 2478

5th floor
Hotel Mansions.

VESSELS LOADING.

EUROPE, U.S.A., ETC.

Wakamatsu M. N. Y. K. ... Jan. 10
Borneo M. ... O. S. K. ... Jan. 10
Tokushima ... N. Y. K. ... Jan. 10
Dunera ... P. & O. ... Jan. 12
Tancred ... R. D. Co. ... Jan. 12
Nanking ... C. M. Co. ... Jan. 13
Taiyuan ... B. & S. ... Jan. 13
Penang M. ... N. Y. K. ... Jan. 14
Edmore ... A. L. ... Jan. 14
West Hepburn R. D. Co. ... Jan. 15
Grace D. ... R. D. Co. ... Jan. 15
Shinyo M. ... T. E. K. ... Jan. 15
Arabian Prince S. T. Co. ... Jan. 15
Oanfa ... B. L. ... Jan. 15
Katori M. ... N. Y. K. ... Jan. 17
Manila M. ... C. P. O. S. ... Jan. 18
Monteagle ... C. P. O. S. ... Jan. 18
M. S. Dollar ... R. D. Co. ... Jan. 20
West Cajoot ... S. & D. ... Jan. 20
E. of Asia ... C. P. O. S. ... Jan. 22
Inaba M. ... N. Y. K. ... Jan. 23
Siberia M. ... T. E. K. ... Jan. 24
St. Albans ... P. & O. ... Jan. 25
Bessie Dollar ... R. D. Co. ... Jan. 26
E. of Japan ... C. P. O. S. ... Jan. 26
West Conob ... P. M. Co. ... Jan. 26
Van Waerwyck J. C. J. L. ... Jan. 26
Iconium ... A. L. ... Jan. 27
St. Francis ... B. L. ... Jan. 28
Colombia ... P. M. Co. ... Jan. 28
Atreus ... B. L. ... Jan. 28
Africa ... D. & Co. ... Jan. 28
China ... C. M. Co. ... Jan. 31
Borneo M. ... O. S. K. ... B. of Jan.
Nikko M. ... N. Y. K. ... M. of Jan.
Toyama M. ... N. Y. K. ... M. of Jan.
West Iris ... S. & D. ... Late Jan.
Delight ... S. & D. ... E. Jan.
Atlas M. ... O. S. K. ... B. of Feb.
Suwa M. ... N. Y. K. ... Feb. 2
West Harts ... R. D. Co. ... Feb. 2
Persia M. ... T. E. K. ... Feb. 3
Crosskeys ... A. L. ... Feb. 5
Stanley D. ... R. D. Co. ... Feb. 6
Changsha ... B. & S. ... Feb. 7
Ariosto ... B. L. ... Feb. 10
Eastern ... P. & O. ... Feb. 11
Matoppo ... B. L. ... Feb. 15
Moorish Prince S. T. Co. ... Feb. 15
Korea M. ... T. E. K. ... Feb. 23
Venezuela ... P. M. Co. ... Feb. 25
Colorado Springs S. & D. ... E. Feb.

JAPAN, COAST PORTS, ETC.

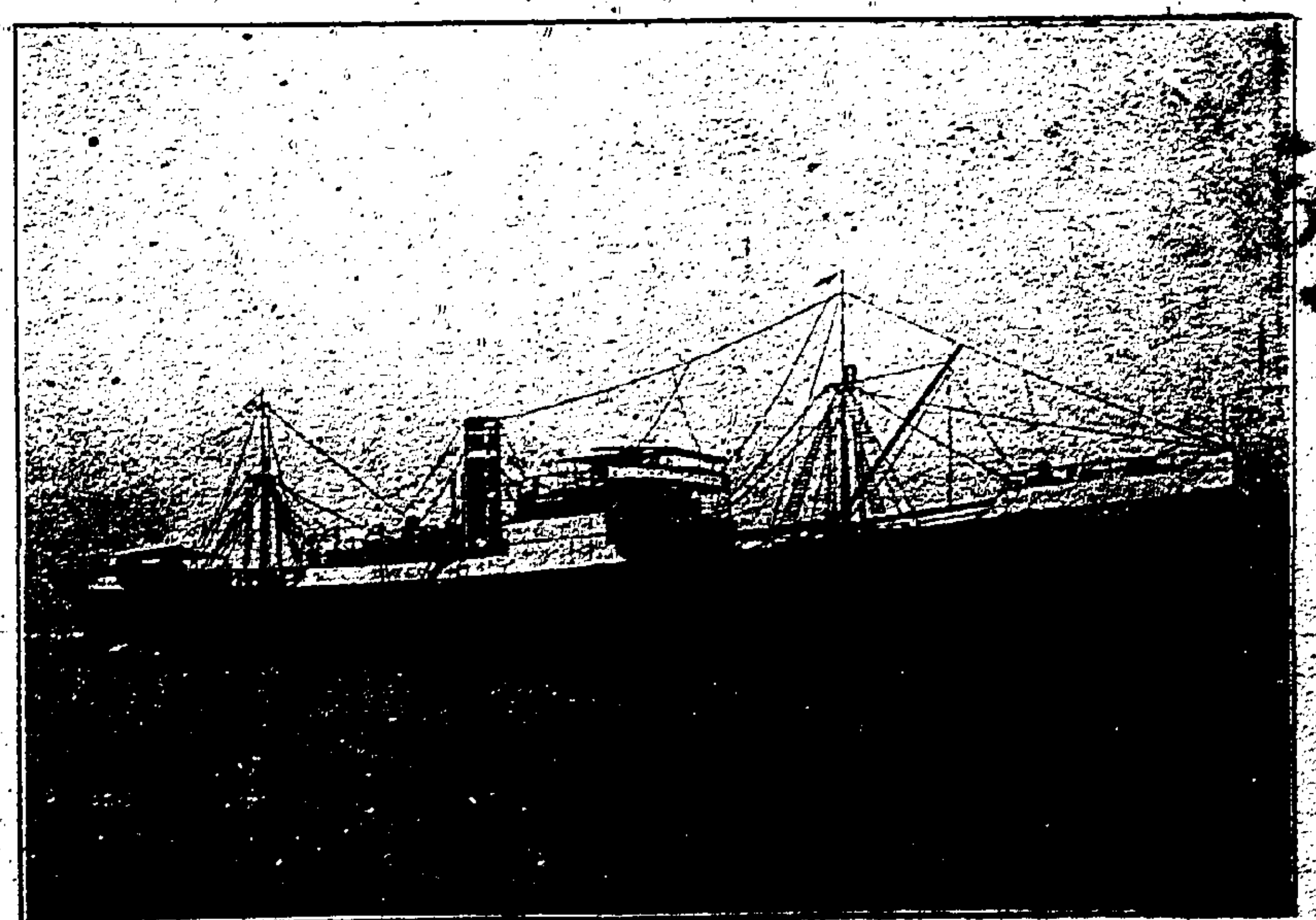
Yatsbing ... J. M. Co. ... Jan. 10
Nagoya ... P. & O. ... Jan. 10
Keishin M. ... N. Y. K. ... Jan. 10
Chenan ... B. & S. ... Jan. 11
Kajo M. ... O. S. K. ... Jan. 11
Hoihow ... B. & S. ... Jan. 11
Changchow ... B. & S. ... Jan. 11
Fooksang ... J. M. Co. ... Jan. 12
Taksang ... J. M. Co. ... Jan. 12
Iyo M. ... N. Y. K. ... Jan. 12
Hangchow ... B. & S. ... Jan. 12
Laisang ... J. M. Co. ... Jan. 13
Haiching ... D. L. Co. ... Jan. 13
Suiyang ... B. & S. ... Jan. 13
Tottori M. ... N. Y. K. ... Jan. 13
Kwellin ... B. & S. ... Jan. 13
Kanchow ... B. & S. ... Jan. 13
Luchow ... B. & S. ... Jan. 14
Soshu M. ... O. S. K. ... Jan. 15
Sunning ... B. & S. ... Jan. 15
Choysang ... J. M. Co. ... Jan. 15
Aki M. ... N. Y. K. ... Jan. 16
Quinnebaug ... D. L. Co. ... Jan. 16
Yuenasang ... J. M. Co. ... Jan. 16
Kwatsang ... J. M. Co. ... Jan. 17
Tjimanock ... J. C. J. L. ... Jan. 18
Tjikalak ... J. C. J. L. ... Jan. 19
Taming ... B. & S. ... Jan. 20
Hinsang ... J. M. Co. ... Jan. 24
Nagano M. ... N. Y. K. ... Jan. 25
Unnan M. ... O. S. K. ... Feb. 1
Tango M. ... N. Y. K. ... Feb. 21
Siam M. ... O. S. K. ... M. of Jan.
Tamno M. ... O. S. K. ... M. of Jan.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG

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S.S. "PIONEER" (ex "WAR BOMBER") 8,240 tons D.W.; 5,195 tons gross

Built and engined by The Hongkong & Whampoa Dock Co., Ltd.,
to the order of the British Government.

Please Address Enquiries to the Chief Manager

R. M. DRYE, B.Sc., M.I.N.A., KOWLOON DOCK, HONGKONG.

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WE CAN BEAUTIFY YOUR HOME AND
MAKE NIGHT AS BRIGHT AS DAY.

WE CARRY STOCK OF BOWLS, SHADES,
TABLE LAMPS AND ELECTRICAL FITTINGS
TO SUIT ALL WHAT YOU DO NOT SEE

IN OUR SHOWROOMS, WE CAN HAVE
MADE UP TO YOUR SPECIFICATIONS.
BEING FACTORY REPRESENTATIVES WE
CAN SUPPLY YOU WITH THE GOODS AT
VERY LOW PRICES.

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CO., LTD.**

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OXY-ACETYLENE AND
ELECTRIC WELDERS.
MECHANICAL AND
ELECTRICAL
ENGINEERS.

**TAIKOO DOCKYARD & ENGINEERING COMPANY
OF HONGKONG, LIMITED**

—DRY DOCK—

LENGTH 787 FEET.

LENGTH ON BLOCKS 750 FEET

DEPTH ON CENTRE OF

SILL (H.W.O.S.T.) 34 FT. 6 INS.

—THREE SLIPWAYS—

CAPABLE OF HANDLING SHIPS UP
TO 3000 TONS DISPLACEMENT.

ELECTRIC CRANE AT SEA WALL CAPABLE OF
LIFTING 100 TONS AT 70 FEET RADIUS

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TELEPHONE NO. 212
CALL FLAG: "C" OVER "ANS. PENKANT."

BUTTERFIELD & SWIRE, AGENTS.
HONGKONG, CHINA & JAPAN.

**THE BRITISH ANTI-FOULING
COMPOSITION AND PAINT COMPANY, LTD.**

HONGKONG: **TORPEDO BRAND.** HONGKONG:
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Anti-Corrosive and Anti-Fouling Compositions.
All manufactured at the Company's Works, BARKING, ESSEX.
CONTRACTORS TO THE ADMIRALTY

These well-known Compositions afford unsurpassed protection against Rust and Fouling. Their firm adherence and smooth, unbroken surface tend to increase speed and save coal consumption.

AGENCIES AND STOCKS AT ALL THE PRINCIPAL PORTS.

HEAD OFFICE: 130, FENCHURCH STREET, LONDON, E.C. 3.

And at Cardiff, Liverpool, Newcastle-on-Tyne, Glasgow, Sunderland, West Hartlepool, Middlesbrough, Hull, Southampton, Dunkirk.

NEW YORK—THE FEDERAL COMPOSITION & PAINT CO., Ltd., 17, BATTERY PLACE.

CONSIGNEES.

THE ADMIRAL LINE.

NOTICE TO CONSIGNEES

THE Steamship

"CITY OF SPOKANE"

having arrived from Seattle via ports, on 9th inst. consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf & Godown Co., Ltd., Kowloon, and stored at consignees' risk.

Consignees of cargo must produce an Import permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading will be countersigned. All broken, chafed and damaged cargo is to be left in the Godowns, where it will be examined at 10 a.m. on 15th inst., by the Company's Surveyors, Messrs. Goddard & Douglas.

All claims must be presented within 30 days of the steamer's arrival here, after which they cannot be recognized.

No claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after 17th inst., will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for counter-signature immediately.

U. S. SHIPPING BOARD.

EMERGENCY FLEET CORPORATION.

PACIFIC STEAMSHIP CO.

Operating Agents,
5th floor, Hotel Mansions.

Hongkong, 8th January, 1920.

THE ADMIRAL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"EDMORE"

having arrived from Seattle via ports, on January 9th, consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at consignees' risk.

Consignees of cargo must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on January 15th, by the Company's Surveyors, Messrs. Goddard and Douglas.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after Jan. 17th, will be subject to rent.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for counter-signature immediately.

U. S. SHIPPING BOARD.

EMERGENCY FLEET CORPORATION.

PACIFIC STEAMSHIP CO.

Operating Agents,
5th floor, Hotel Mansions

Hongkong, 8th January, 1920.



We expect shortly
shipments of the following
Cars and Motorcycles:—

**Sunbeam, Austin, Nash,
Elcar, Hupmobile, Ford.**

**A.J.S., Triumph, Royal Enfield,
Indian, Cleveland.**

We shall be pleased to supply
catalogues and quote prices.

ALEX. ROSS & CO.,

Machinery Department.

25, Des Voeux Road Central.

Telephone 27.

BREVITIES.

Lacquer, as a surface decoration, was first used about 1710. Only one dial pointed the time on the earliest clocks.

The inventor of a new English wireless transmitter says it projects its waves in different beams, like a searchlight.

Teaching the national anthem by means of pictures illustrating the lines, is the idea of a Philadelphia man.

The number "forty" has been a sacred number not only in Biblical but in heathen history, and in later English custom.

If you are not told, you may not have noticed that the 4 on the dial of a clock is stamped thus: IIII—instead of IV, as regularly used.

Certain insects have more brains than the larger animals. The ant, bee and other tiny creatures show more intelligence than a 12-foot alligator.

While the smoke habit is increasing among women of England and the eastern United States, it is said to be falling off in Ozarks.

By watering the soil with a dilute solution of certain chemicals, a white rose bush can be made to produce green, red, blue or lilac-coloured roses.

The average watermelon contains about 93 per cent water and 2 per cent sugar.

Russian Grand Opera Co.

In consequence of the demand for seats all bookings will be for cash only for the remainder of the season. All seats booked must be taken up before mid-day on Saturday the 10th inst., otherwise they will be re-sold.

THEATRE ROYAL

THE GREAT SUCCESS IN THE FAR EAST.

TO-NIGHT TO-NIGHT
at 9 15 p.m.
TRAVIATA

Jan. 12th, GIOCONDA.
" 13th, RIGOLETTO
" 14th, CARMEN.
" 15th, TOSCA.
" 16th, FAUST.

Jan. 17th, CAVALLERIA
RUSTICANA and
PAGLIACCI.
" 19th, IL TROVATORE.
" 20th, MADAME
BUTTERFLY.
" 21st, LA BOHEME.

DIRECTION: A. STROK.

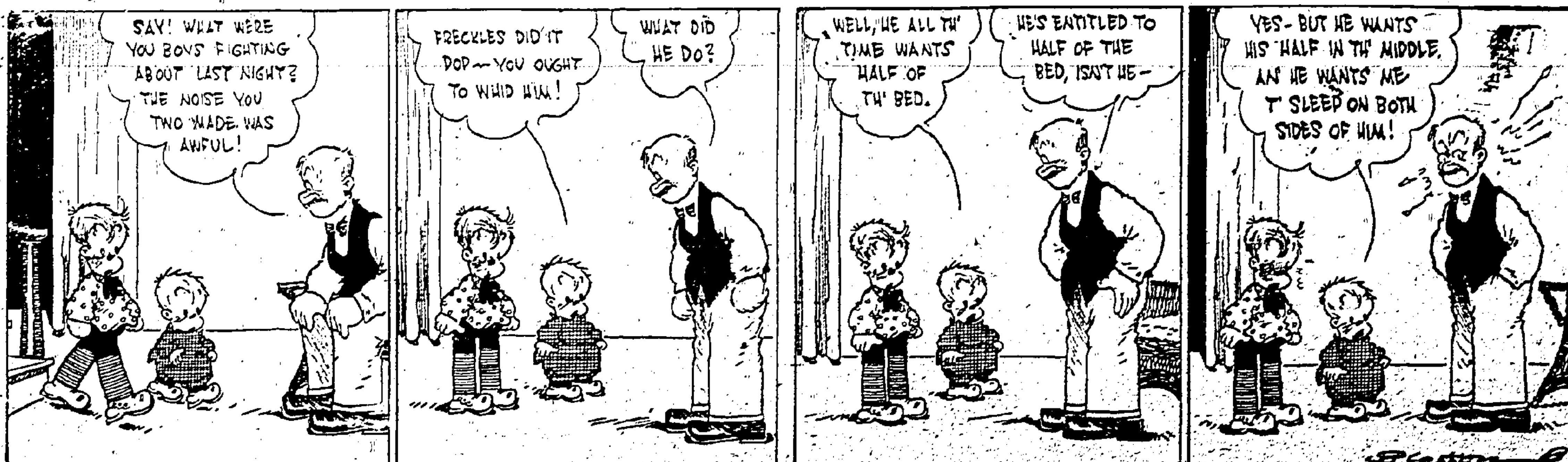
PRICES... \$4, \$3 & \$1.

Booking now open at MOUTRIE'S.

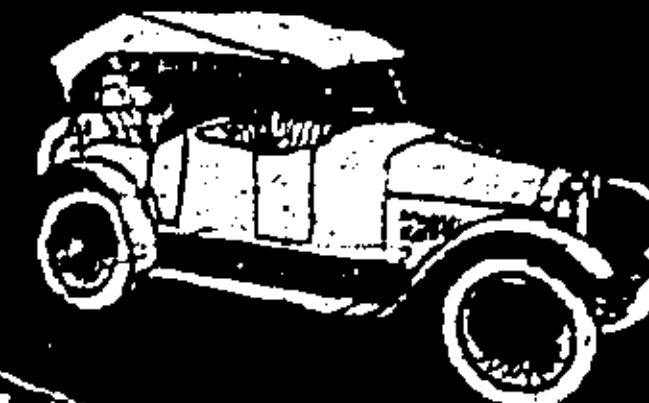
FRECKLES AND HIS FRIENDS

Almost An Impossibility!

BY BLOSSER.



THE MERCURY GARAGE CO.



AT YOUR SERVICE
QUALITY

Promptness Moderate Price
Our reputation has been built up on the above three essentials and we are constantly watching for improvement in order to keep up good services to our Patrons.
Add 59 & 61 Des Voeux Road.
Tel. 977

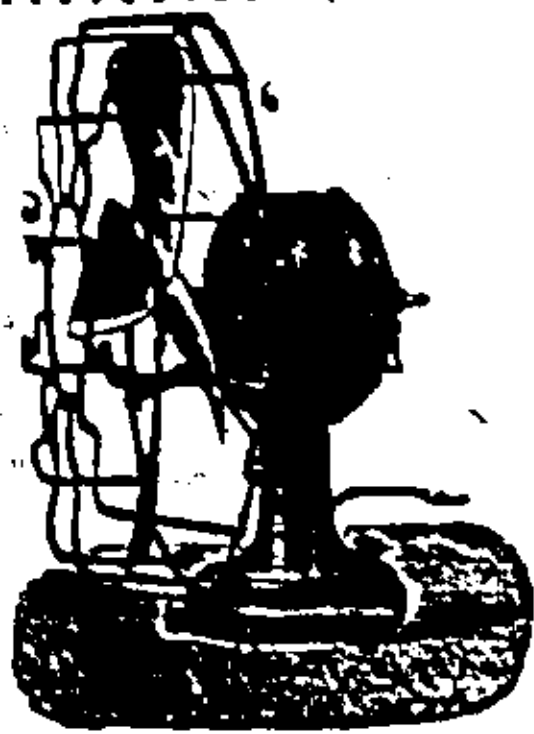
NOTICES.

WILLIAM C. JACK
A CO., LTD.

WHATEVER IS WORTH DOING IS
WORTH DOING WELL

Is the motto of our Wanchai Workshops
They are equipped for:-

General Engineering and Electrical Work
Electro-silver and nickel plating
Tinning, lacquering and Bronzing
Repair work of any description
And above all our prices are right and we can give prompt delivery.



ARYS

IS THE ORIGINAL CREATION
OF THE WORLD'S GREAT
PERFUME.

PERFUME DE LUXE

PERFUME Un Jour Viendra

Parlez Lui de Moi

Premier-Oui

Amour Dans Le

Cœur

FRENCH STORE

(21 Hongkong Hotel Building)

Un jour viendra



FRENCH STORE
HONGKONG.

NEW VOTING MACHINE.

HOW IT WORKS IN FRANCE.

During the recent French elections Mr. John Bell wrote to the *Daily News*:-

The French election campaign is now in full swing. On Nov. 16 Frenchmen will vote under an entirely new system. To the foreigner the machinery is so complicated that some explanation is necessary to understand it. It is no longer a question of two or more candidates standing for a constituency. It is a question of lists of candidates for each department, the size of the list being determined by the population. Ordinarily there will be six or eight candidates for a list, but there is no limit to the number of lists. As near as possible the candidates comprising a list will be of the same shade of political thought. Thus in many departments there will be at least three lists. The Socialists will have their list; another list is composed of representatives of groups forming the Right; a fourth is the Royalist list which Leon Daudet and the 'Action Française' and Nationalist elements have formulated.

There are over three thousand candidates for six hundred odd seats. Generally, electors will vote for a list of candidates in toto. That is to say, if they consider that six Radicals should represent a department, they will vote for them. But there is nothing in the new electoral reform to prevent a voter who is influenced by personality rather than by politics to choose from all the lists of candidates submitted, voting for Socialists, Radicals, and even candidates of the Right. Considering the sharp political divisions in the country, however, that is a procedure which is not likely to be adopted to any great extent.

It is in the counting of the votes where the new election machinery is complicated. Where a candidate obtains an absolute majority, he is proclaimed elected forthwith, but in the case of other seats for the same constituency, a proportional calculation has to be resorted to. First of all, the electoral quotient is determined. Afterwards the average of each list is calculated. Finally, the average is divided by the electoral quotient, and the list has the right to as many seats as the division of the average by the quotient shows.

Supposing after this arithmetical exercise one or two seats remain to be disposed of which is considered improbable, it is the list with the biggest average that will benefit. The candidate in this list who has secured the largest number of votes will be proclaimed elected. If however, there is a tie, the oldest candidate will be given the seat. But before a candidate can be elected, he must have obtained at least half plus one of the average figure of the votes of his list.

A candidate may go to the polls without belonging to any list. All that is necessary is that his candidature be backed by a hundred signatures duly legalised. In his case, if he has not an absolute majority, his votes will only be counted in the distribution of seats when the most favoured candidates of other lists shall have been proclaimed elected. If by chance the number of voters does not exceed half of those registered, or if no list obtains the electoral quotient, no candidate will be elected, and another election will be held a fortnight later. If at this second election, there is no electoral quotient, the candidates who have obtained the largest number of suffrages will be given the seats.

PATIENCE.

A PHILOSOPHY IN A GAME.

Miss Ethel Colburn Mayne has contributed the following to a Home Journal:-

Patience—not the virtue, but the game.

"Some people seem to like it," said my maid, as she came in—or rather, sauntered casually through the room where I was playing Patience.

She is from Jersey, and I never knew before how different a Channel Islander can be from other maids. "What's this supposed to be?" she asked, one day, encountering some object unfamiliar to her. I made answer by the book, and she said: "Ah! c'est ça." Undoubtedly it does upset one.

But I am writing of the game, not of the virtue. Myself an ardent Patience player, I yet own that I am puzzled by our tribe. The game is foolish, selfish, self-teaching, neither self-control nor comradeship: How then may we who play it be excused?

Some frankly say: "I do it to kill time." That seems to me a superficial view. My own is that we "do" it to kill thought—that Patience is an anodyne, a way to

patience. Yet often, when I look across the table as I play, I see my nephew—fourteen, talented, unscarred—absorbed in Patience, like myself. He plays the other games—the cricket, football, tennis, which are by consent evocative of civic virtues; yet he likes this one as much as I do. So it is not merely anodyne; he does not need such draughts.

Sometimes we do compete, in that we play against each other, the same game—Blue Moon, so-called because you hardly ever bring it off. But it is one in which you can make points, though you be beaten by the cards.

"Whichever of us makes most points will get our wish," he says, inciting me to greater heedfulness than, to his sense, I generally show. I leave his syntax uncorrected, and we start. Whichever of us makes the points, he gets the wish; for I wish as I play—all heedless of the long odds against us in this Blue Moon of a game called Life.

But as a rule one plays alone against the cards. Or does one always, half-unconsciously, pretend a bout with Destiny? I used to, consciously. If I brought off "Blue Moon," or "Conduit," or "The Beetle," such and such a happiness would happen. It came true, sometimes; I reckoned but the sunlit hours. I do that no more now, yet still I play at Patience. Anybody or anybody you see, explain but partly. There is something more besides.

The aspect of the cards, of course, is one thing. Few are the eyes for which those little oblongs, with their pictures and their symbols, have no charm. In "La Boutique Fantastique," was any moment more delightful than the entry of the Kings and Queens of Cards? At Patience, you can savour these attractions as you cannot at a real game, with its hurrying, carking cares. But "each with the other all alone" at Patience, Kings and Queens and Knaves are personalities; and Ace of Spades, the sinister, and King of Hearts, the gracious, come upon you with the fateful air they have in fortune-telling.

That strange part of us which lives within so busily a life all to itself is taking notice of these things, while the external valid part is building in alternate colours, packing in ascending or descending sequence, making rubbish-heaps, avoiding Kings (as in Blue Moon)—and, somewhere all the time, the you sits throned between them both, intent on being something, which this nor that knows the first word about;

a labyrinthine mystery, "glory shame and riddle of the universe." . . . Why, after all, we may as well play Patience as do any of the other deeds there are to do!

But if it is the game of fools and madmen such as that, it is the game of sages too. How many brilliant folk have played it; from how many of them one has learnt fresh problems! So we will go on buying fairy packs in scarlet leather cases, or in pigskin ones that smell so nicely and nastily; and, by the by, when Christmas-present agonies begin, there is another point for Patience. "Does he want new cards or a new case?" For "her," one always has so many capital ideas that, if you notice, women Patience players rarely have the scarlet or the pigskin cases. Women like so many things that they get crowded out.

I should prefer another name for the dear pastime, but it is too late for that. The game began when people were more docile to the moralists, and liked to realise that they were patient. We moderns get no pleasure out of that. We know that patience is a virtue, but we know, too, how delightful it would be to have no use for it. But there, again, we know that "saying things" about a virtue is more fun than being meek and sleek about it.

And so, scorning patience, I play Patience—taking myself in, and knowing that I do. But never mind. Each age has its own bravery. . . . That boy is still absorbed; and look! My father has joined in. Three generations play.

CHANCE FOR BRITISH COMPOSERS.

LIGHT MUSIC TO BE GIVEN A HEARING.

The new scheme for developing the activities of the Royal College of Music Fund was inaugurated recently in the College Concert Hall. It will be remembered that the idea of Sir Ernest Palmer and Dr. Allen is to rehearse several new works publicly instead of including them in concert programmes.

By this means it will be possible to give a hearing to at least twice as many works as was possible under the old scheme. Each work was rehearsed and then played through.

There were five works in the list, and the average of merit was pleasantly high. It was worth noting, too, that only one of the five names—that of Mr. Frederick Laurence—was known. His poem, "A Miracle," is a good piece of orchestral mood painting. The other composers were Miss Jane M. Joseph, Mr. Albert Cazabon, Mr. R. T. Woodman, and Mr. Edric Cundell.

None of these composers, it should be added, have anything to do with the Royal College. Mr. Woodman is an old Etonian—another proof that public schools do not stifle all sympathy with modern musical ideas.

Explaining the objects of the fund, Sir Ernest Palmer and Dr. Allen said they wished to make it clear that their rehearsals were meant to be public in every sense of the word. Their aim was to arouse interest in as many quarters as possible. They were also anxious to have it known that they were not taking a superior view of light music. Short works scored for small orchestras would stand as good a chance as long ones demanding a hundred or more players. Our young musicians were allowing the foreigner to gain a monopoly of light music, for which there was a great and growing demand.

It was a curious coincidence, not without significance, that at almost the same moment Sir Oswald Stoll, was issuing an an-

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announcement, of which no one in the room knew anything, on almost identical lines.

He invites composers to send in works which are suitable to be played at the Coliseum and at other halls under his control during the entrance. The works should be written for an orchestra of 40 to 45. The selection will be made by Mr. Alfred Dove, the musical director of the Coliseum, from whom or Mr. Croxton, at the Coliseum, all further particulars can be obtained.

Mr. Croxton told a representative of *The Daily News* that Sir Oswald Stoll had been impressed by the growing discontent of the lamentable lowering of the standard of our lighter music, and the fact that there was so little good light music being written here. It had never been encouraged. All help given was for music for big orchestras only.

From the young composer's point of view the scheme offers very great advantages. Each piece selected would be in the programme for a week at a time, which means that it would be heard by upwards of 50,000 people.

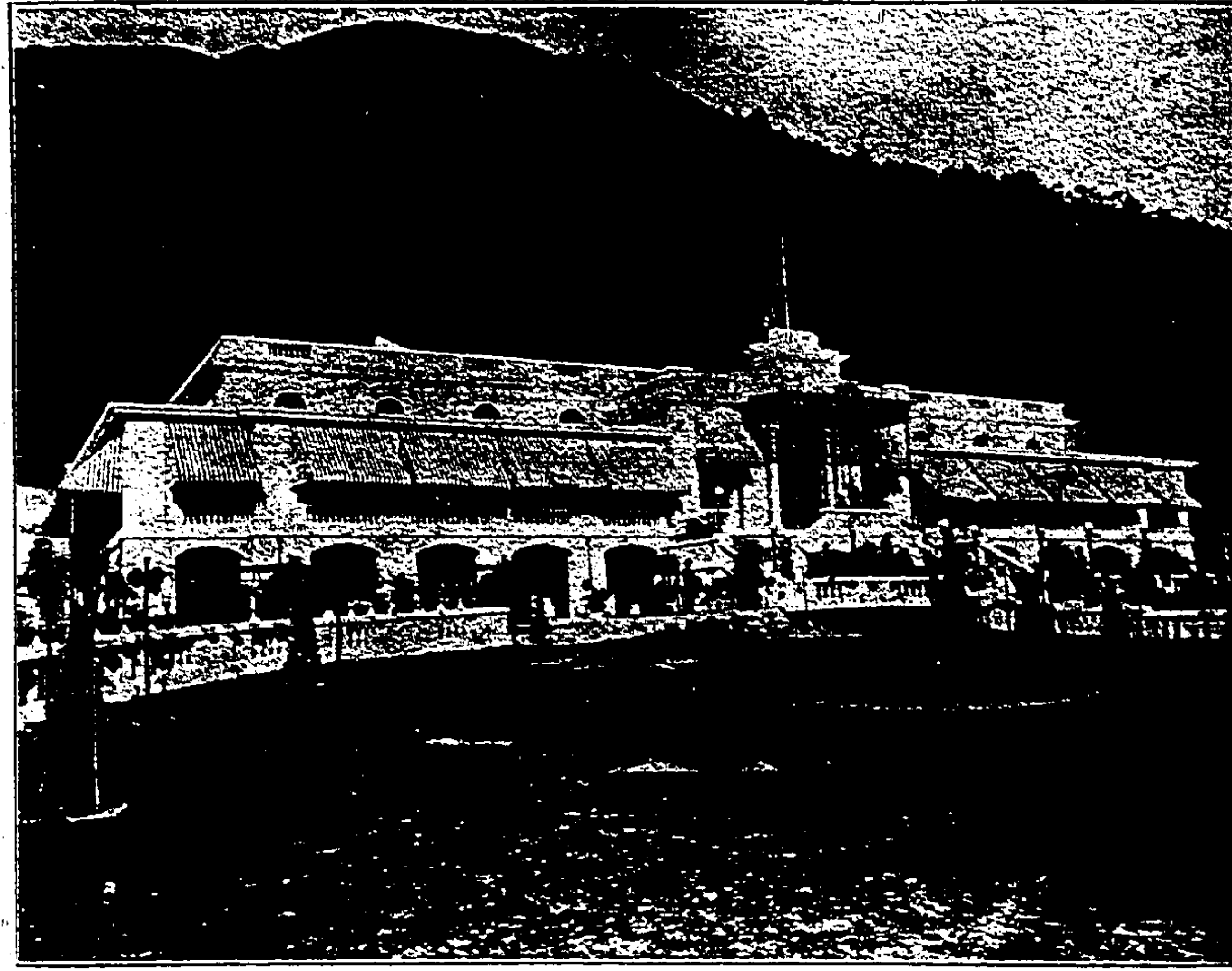
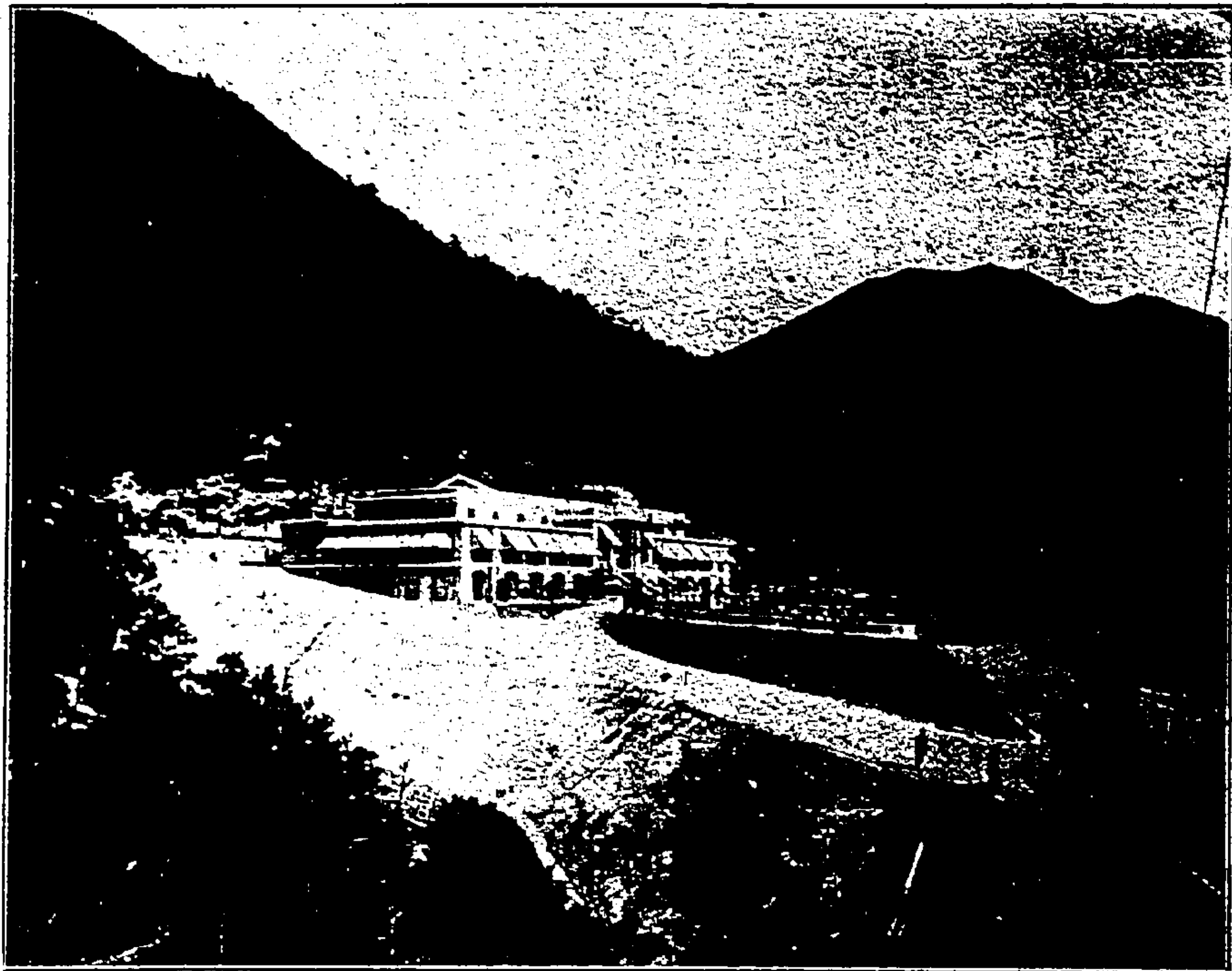
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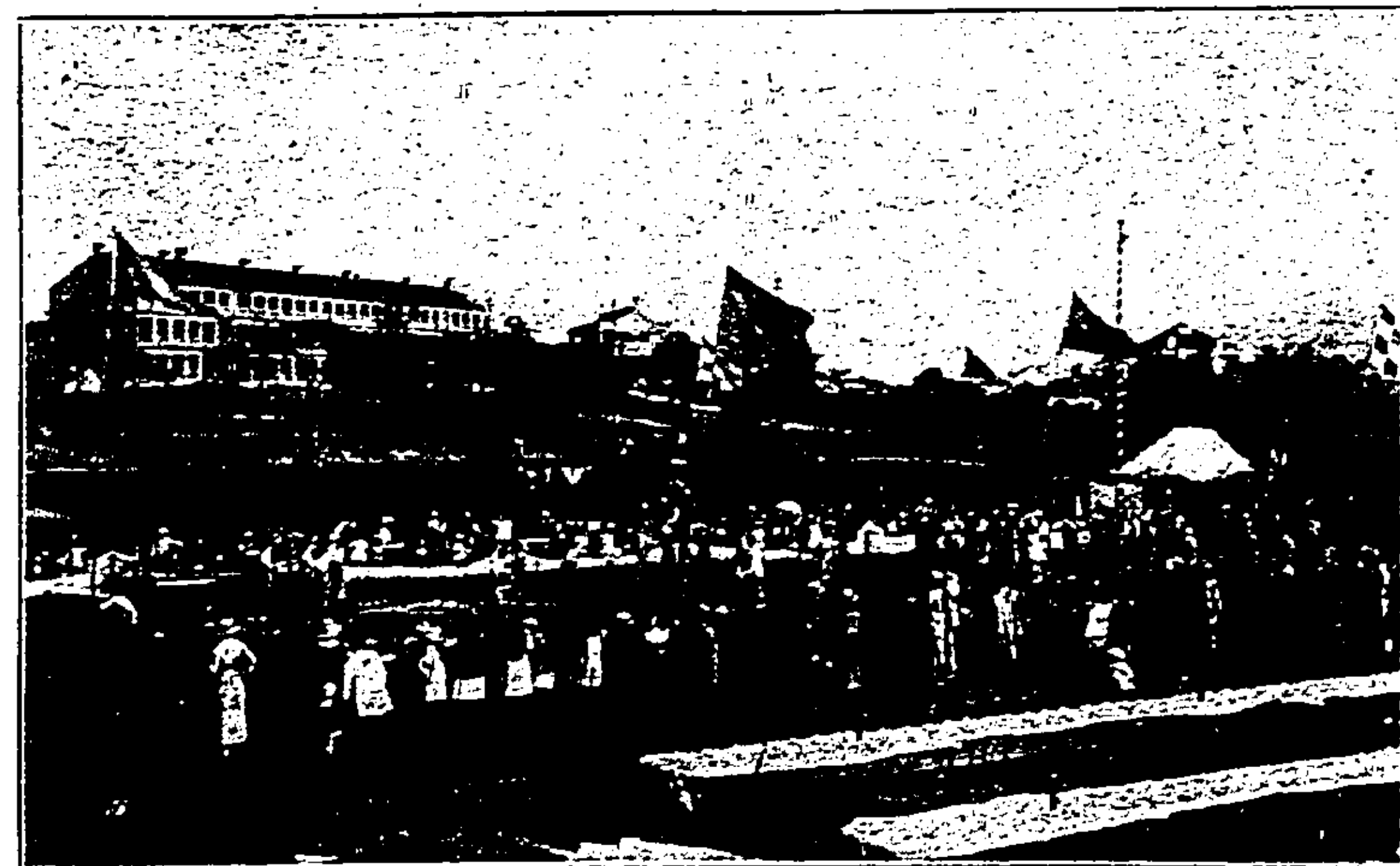


Mr. J. Scott Harston speaking at the opening ceremony of the Repulse Bay Hotel.



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The Children at Tea.

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6.00 a.m. to 10.00 a.m.	10 min
10.00 a.m. to 12.00 noon	10 min
12.00 noon to 1.00 p.m.	10 min
1.00 p.m. to 5.00 p.m.	10 min
5.00 p.m. to 11.00 p.m.	10 min
11.00 p.m. to 12.00 a.m.	10 min

NIGHT CARS.

1.00 p.m. to 5.00 p.m. 2.00 p.m. to 11.00 p.m. every 30 min. to 11.00 p.m. every 30 min. to 11.00 p.m.

SATURDAY EXTRA CARS.

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COMMERCIAL NEWS.

TOYS DESTROYED.

Just one month before Christmas \$30,000 worth of toys intended for the Christmas market were destroyed by fire which broke out mysteriously in the finishing department of the Chicago Toy Manufacturing Company.

LOW VALUE MONEY.

A large number of Hanover tradesmen have decided to sell nothing to foreigners who wish to pay in German money with foreign money at the present low rates of exchange. Foreign money will, however, be accepted at the ordinary peace time rates, that is to say, francs at 80 pfennigs and English shillings at 1 mark each.

A NEW INVENTION.

A new invention has been submitted to the Italian State Railways which, if it proves successful, is bound to revolutionize the whole modern conception of communication by rail. It is due to the brains of a young Italian engineer and it is believed that official experiments are now going on, though, naturally, strict secrecy is kept about the invention which, it is understood, has been patented in Italy and in many foreign countries.

Its secret lies in a new system of compressing air by which big central tanks may be enormous power to be distributed to "fuel" stations along the railway lines by strong pipes. Steam is superheated; coal, water power and electricity no longer are needed. Cleanliness, speed and economy will add their advantage to that of keeping the freezing Italian railways from the need for foreign coal.

CATCHING FISH BY ELECTRIC LIGHT.

A novel experiment is being tried by the French fishermen off the Boulogne coast. Two powerful electric lights have been attached to their trawls, one at each side of the mouth. The fish, doubtless attracted by the bright, unusual glare, have swarmed in thousands into the nets. Numerous ingenious devices are constantly being tested by fishermen to increase their catches. The most deadly engine for fishing is the "otter" trawl, which is dragged over the floor of the sea. The trawl, soon becomes the worse for wear, and certain enterprising trawlermen have experimented with a roller attached to the lower warp. The result has been greater fishing and less wear on the "otter" boards. Taking a hint from fly-fishermen who dull their gut-casts by soaking them in coffee, the sardine fishers off Norway and France have taken to drenching their nets in blue, making them more or less invisible to this very shy fish. Drifters engaged in the mackerel or herring fishing are now carrying "sea" or "floating" anchors, which enable them to keep their course, heedless of winds.

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Mining.

Kailans b. 110/- ex div.
Langkats b. 15 1/2
Shanghai Loans b. 15 1/2
S'hai Explorations b. 2
Raubs s. 40
Tronohs n. 40
Ural Caspians s. 40

Docks, Wharves, Godowns, &c.

H.K. Wharves b. 90
K. Docks s. 170
S'hai Docks n. 115
N. Engineerings n. 28
Lands, Hot. & Buildings.

Centrals s. 102
H.K. Hotels n. 110
L. Invest. s. 118
H'phreys Est. n. 8
K'loon Lands b. 53
Reclamations s. 140
West Points n. 90

Cotton Mills.

Ewoe n. cum ri 500
Kung Yik n. 51 1/2
Lau Kung Mows n. 300
Orientals n. 300
S'hai Cottons n. 280
Yangtze n. 31

Miscellaneous.

Cements n. 6.80
China Borneos b. 15
Do. Light old b. 7 new n. 5
China Providents b. 7.60
Dairy Farms b. 22
Electrics H. K. b. 87
Electrics Macao n. 34
Hongkong Ropes s. 23
Hk. Tramways s. 7.70
Peak Trams, old s. 7
Do. new n. 80 cts.
Steam Laundries b. 3 1/2
Steel Foundries n. 10
Water-Boats b. 11 1/2
Watsons s. 5 1/2
Wm. Powells b. 12
Wisemans b. 27 1/2

Hongkong, Jan. 10, 1920.

POST OFFICE.

An agreement has been entered into between the Post Offices of China and Hongkong for an exchange of insured letters. The medium of insurance is the Franc Currency and the maximum amount for which a letter may be insured is 3,000 francs.

Telegraphic Communication with Gap Rock Lighthouse is interrupted.

INWARD MAILS.

Straits—Per UMTA, 10th Jan.
Straits—Per COMMANDANT MAGES, 10th Jan.
Shanghai—Per SUIYANG, 10th Jan.
Straits—Per IYO M., 11th Jan.
Shanghai and Straits—Per MARU, 13th Jan.

OUTWARD MAILS.

TO-MORROW.
Macao—Per SUI AN, 11th Jan., 8.30 a.m.
Hoihow & Haiphong—Per TAK-SANG, 11th Jan., 9 a.m.
Hoihow & B'kok—Per CHANG-CHOW, 11th Jan., 9 a.m.
Bombay & Aden—Per WAKAM-ATSU MARU, 10th Jan., 9 a.m.

Swatow, Amoy, & Fuzhou via Keelung—Per KAIJO M., 11th Jan., 9 a.m.
Shanghai and North China—Per CHENAN, 11th Jan., 9 a.m.

MONDAY, 12TH JANUARY.

Hacao—Per SUI AN, 12th Jan., 8.30 a.m.
Macao—Per HANGCHOW, 12th Jan., 9 a.m.
Shanghai, North China & Japan via Kobe—Per IYO MARU, 12th Jan., 10 a.m.
Japan via Kobe & San Francisco—Per TOKUSHIMA M., 12th Jan., 10 p.m.
Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Egypt & Europe via Suez—Per NELEUS, 12th Jan., Reg. 9.45 p.m. Letters 10.30 p.m.
The Parcel Mail will be closed on Saturday, 10th Jan., at 5 p.m.

Haiphong—Per HANOI, 12th Jan., 1 p.m.
Macao—Per CHUN CHOW, 12th Jan., 4.30 p.m.

TUESDAY, 13TH JANUARY.

Swatow and Bangkok—Per KANCHOW, 13th Jan., 8 a.m.
Macao—Per SUI TAL, 13th Jan., 8.30 p.m.
Hoihow Pakhoi & Haiphong—Per KWEILIN, 13th Jan., 9 a.m.
Sandakan, Australia, New Zealand via Thursday Islands—Per TAIYUAN, 13th Jan., Reg. 9.45 a.m. Letters 10.30 a.m.

Swatow, Amoy and Foochow—Per HAICHING, 13th Jan., noon.
Amoy Shanghai & North China—Per SUIYANG, 13th Jan., 3 p.m.
Macao—Per CHUN CHOW, 13th Jan., 4.30 p.m.

WEDNESDAY, 14TH JANUARY.
Swatow and Straits—Per LU-CHOW, 14th Jan., 8 a.m.
Macao—Per SUI AN, 14th Jan., 8.30 a.m.
Macao—Per CHUN CHOW, 14th Jan., 4.30 p.m.

THURSDAY, 15TH JANUARY.
Macao—Per SUI TAL, 15th Jan., 8.30 p.m.

CONSIGNEES.

THE ADMIRAL LINE.

NOTICE TO CONSIGNEES

The Steamship
"WAWALONA."

having arrived from Portland Ore via ports, on January 9th, consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at consignees' risk.

Consignees of cargo must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on January 14th by the company's Surveyors, Messrs. Godard and Douglas.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after January 17th will be subject to rent.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

U.S. SHIPPING BOARD.
EMERGENCY FLEET CORPORATION.
PACIFIC STEAMSHIP CO.
Operating Agents
5th floor, Hotel Mansions
Hongkong, 8th January, 1920

NOTICE TO CONSIGNEES.

LLOYD TRIESTE

From TRIESTE

The Steamship
"AFRICA"

Consignees of Cargo are hereby informed that all goods have been landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst. will be subject to rent.

All claims against the steamer must be presented to the Under-signer on or before the 25th inst. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th inst. at 10 a.m. by Godard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

JODWELL & CO. LTD.,
Agents,
Hongkong, 5th January, 1920

THE INDUSTRIAL AND
COMMERCIAL BANK,
LIMITED.

Head Office: 6 Des Voeux Road Old Bankers-Bankers Building.

FOR THE YEAR TO COME

Precaution is important in all things. This applies to your own finances. The best way of providing for the future, freely, by

OPENING A SAVINGS ACCOUNT WITH US.

SYSTEMATICALLY it will grow to THOUSANDS.

NOTICE.



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KAISHA, LTD.

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EXPORTS.
SOLE PROPRIETORS OF
TAKASHIMA, OCHI, MUTARE, HINIDAKE,
TOSHIKAWA, KIO, KAMAYAMA, KIO,
KARADA, SHINKEI, KAMITAMURA, KIO,
and GYUSARI COAL MINES.

Agents for SAKITO COAL.

HEAD OFFICE, TOKYO.

BRANCHES AND REPRESENTATIVES:—NAGASAKI, KANAGAWA, YOKOHAMA, TOKYO, HAKODATE, MURORAN, OTARU, VLADIVOSTOK, PEKING, TIENTSIN, DAIKIN, TSINANFU, HANKOW, SHANGHAI, TAIPKE, HONGKONG, CANTON, HAIPHONG, MANILA, SINGAPORE, CALCUTTA, LONDON & NEW YORK.

Cable Address:—

Hongkong:—"IWASAKI"

Canton, Haiphong:—"IWASAKISAI"

Codes:—AL, A.B.C. 5TH ED.
Western Union and Bantley's.
AGENCY FOR:—THE OSAKA
MARINE AND FIRE INSURANCE
CO., LTD., OSAKA.

For Particulars Apply to:—
S. SAYEKI, Manager,
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ASAHI BEER



SOLE AGENTS
Mitsui Bussan Kaisha.

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1,500 FEET ABOVE SEA LEVEL.
15 MINUTES FROM LANDING STAGE.
UNDER THE MANAGEMENT OF
MRS. BLAIR.

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CENTRAL LOCATION.
ELECTRIC LIFTS AND LIGHTING.
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS.

Telephone 301. Telegraphic Address: "VICTORIA" Manager.

ENTERTAINMENTS.

VICTORIA THEATRE.

TO-NIGHT! at 9.15 p.m. TO-NIGHT!

FANNIE WARD

IN

"OUR BETTER SELVES"

A Five-Act Drama of Renunciation and Self-Sacrifice.
Extra Selected Star Photoplay.

MATINEES:

TO-DAY, 2.15 & 5 p.m.

FRANK KEENAN

IN

"GATES OF BRASS."

Band of the Wiltshire Regiment in attendance
at 5 p.m. Performance.

TO-MORROW, 6 p.m.

BABY MARIE OSBORNE

IN

"SUNSHINE AND GOLD."

Booking at ANDERSON'S.

THE

TEL. No. 1743. CORONET TEL. No. 1743.

TO-DAY at 2.30 & 7.15 p.m.

MOLLIE KING

IN

"ALL MAN."

TO-NIGHT at 5.15 & 9.15 p.m.

SUNDAY at 4.15 p.m.

FRANK KEENAN

IN

"THE MASTER MAN"

SUNDAY MATINEE at 6 p.m.

NAZIMOVA

IN

"REVELATION."

HOTELS.

THE HONGKONG HOTEL CO., LTD.

OPERATING:—

THE HONGKONG HOTEL,

HOTEL MANSIONS,

THE REPULSE BAY HOTEL.

(To be opened 1st January, 1920.)

J. H. TAGGART,
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UNDER NEW BRITISH MANAGEMENT.

THE PREMIER HOTEL. FINEST SITUATION.

EXCELLENT CUISINE.

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Nice and quiet yet only a few minutes' walk from the Banks and General District. 43 Bedrooms, Excellent Cuisine, Surprisingly Clean. Moderate Terms. Monthly and Family Rates on application to the Proprietor.

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CRAIGIEBURN HOTEL THE PEAK

KNUTSFORD HOTEL KOWLOON

SACHSE, LENNOX & Co. General Agents

Are resident Managers.

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